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MOTOCROSS ACTION MAGAZINE

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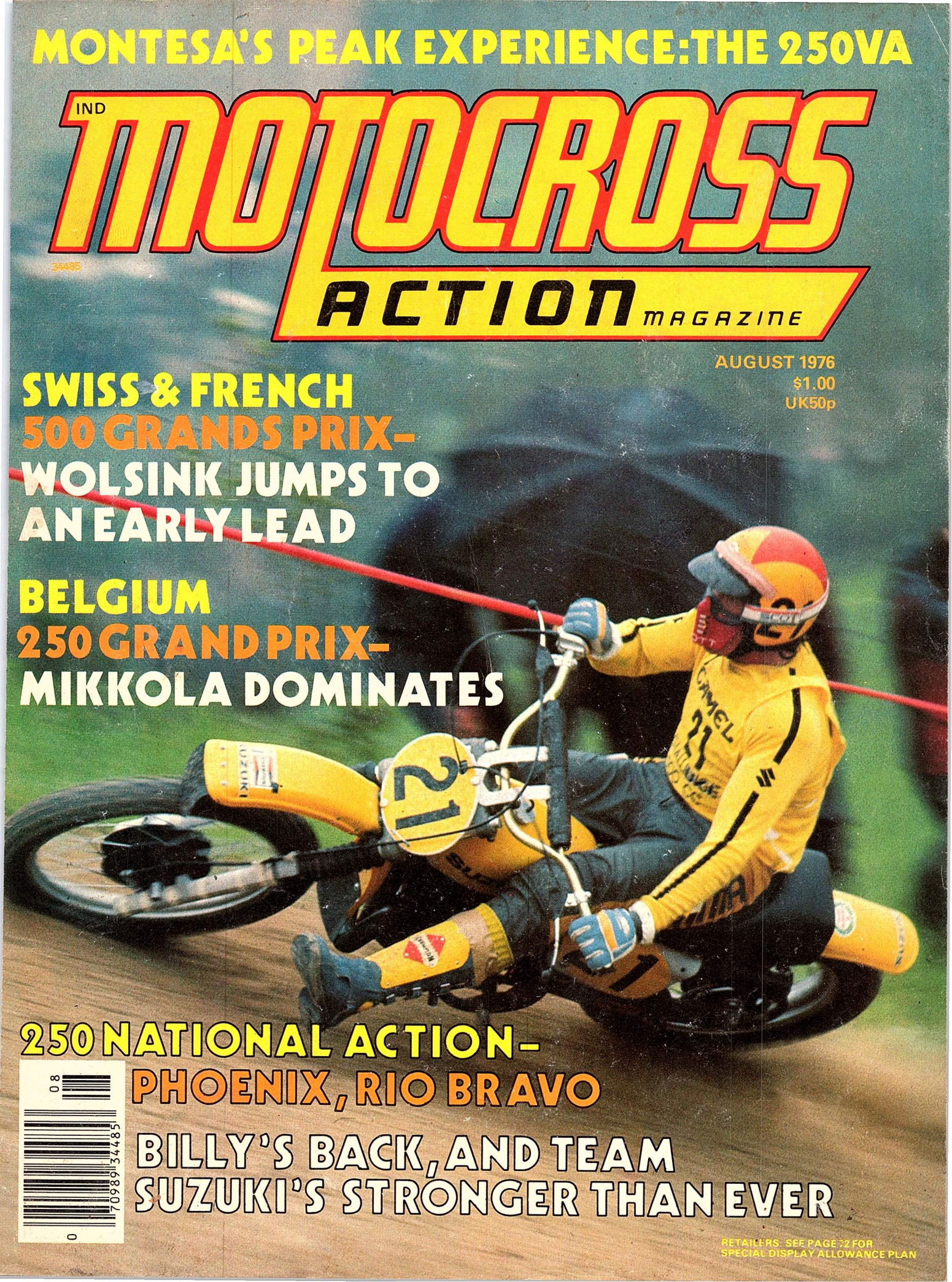

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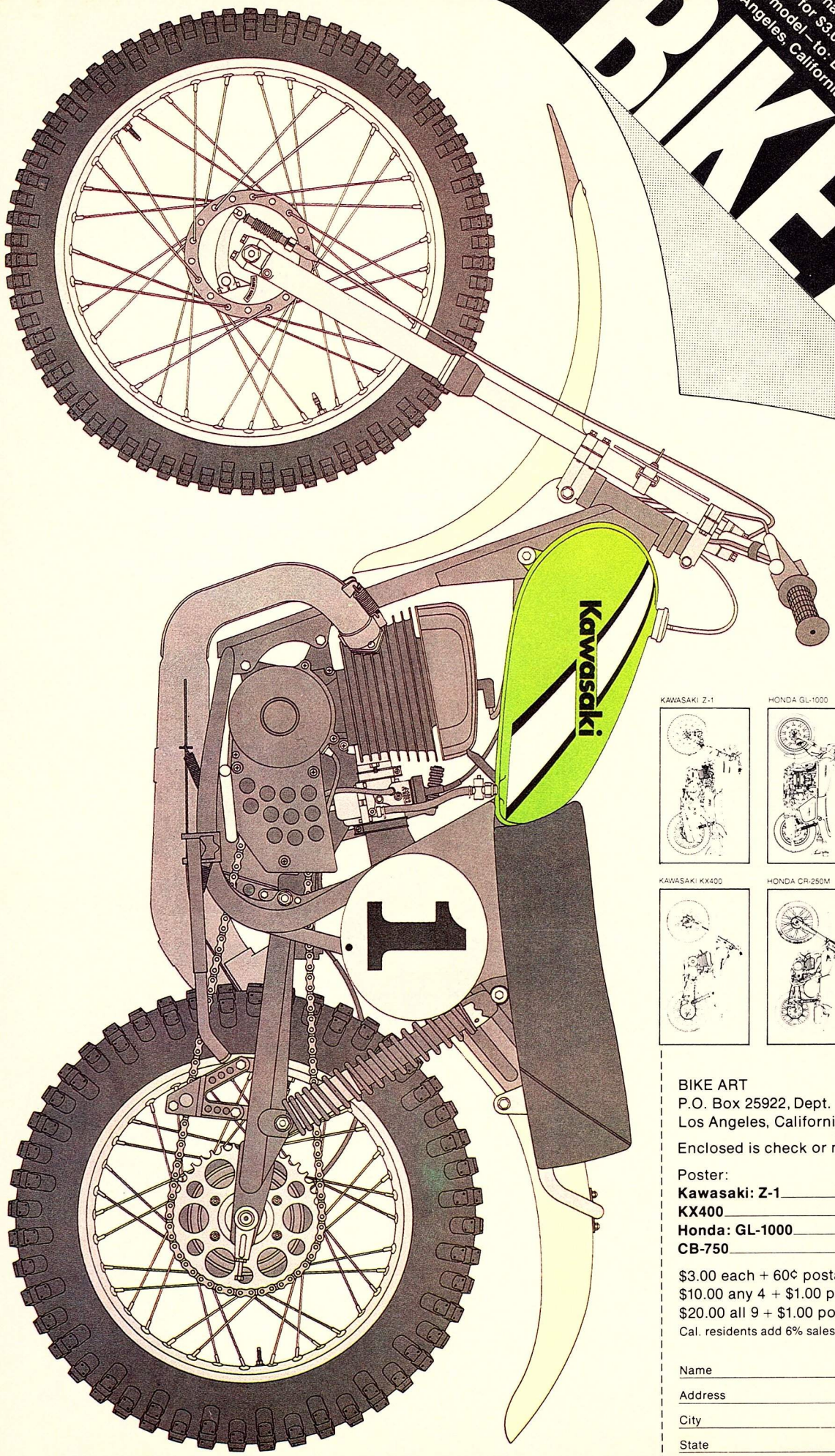

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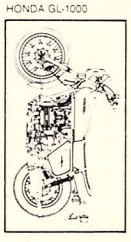
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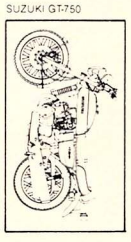
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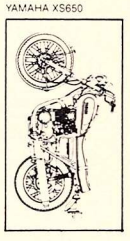
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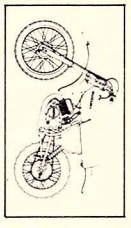
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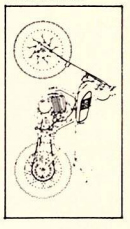
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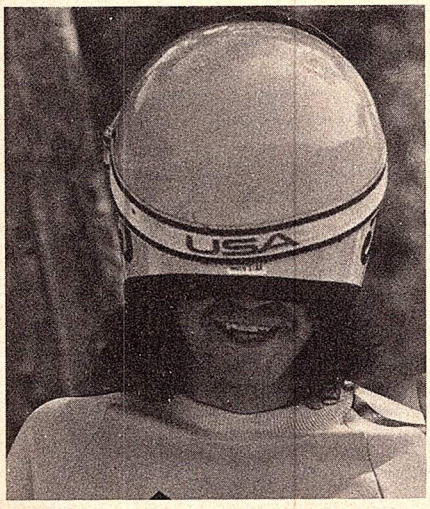

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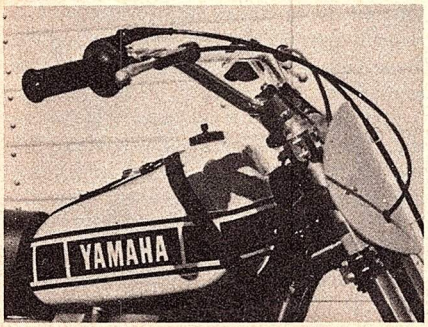


YAMAHA SNEAK PEAK

MOTOCROSS ACTION MAGAZINE

VOLUME FOUR
NUMBER EIGHT
AUGUST 1976

bikes

32 **MONTESA 250 VA**
Quality and performance are the two most important factors in the VA racing package

42 **YAMAHA UPDATES ITS FACTORY RACERS**
A close look at the new works YZs

sport

18 **DETROIT STADIUM SUPERCROSS**
It was a Honda sweep in the next to last race of the stadium series

21 **SWISS GRAND PRIX — 500cc**
Wolsink jumps to a 30-point lead in the first 500 GP in Payerne

26 **BELGIAN GRAND PRIX — 250cc**
Heikki Mikkola is on his way to becoming the first rider to earn a World Championship in two classes

37 **FRENCH GRAND PRIX — 500cc**
Adolf Weil wins while DeCoster finally gets on the scoreboard

44 **PHOENIX FASTRACK — 250 National**
A day when the Jammer could do no wrong

54 **RIO BRAVO — 250 National**
Tony D. rumbles in the jungle

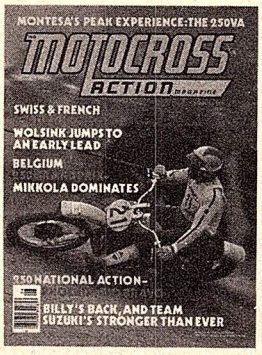
features

48 **BILLY GROSSI**
Two broken legs and some fast rides on a motocross bike have taught Billy Grossi a lot about Billy Grossi

50 **FIFTEEN DAYS IN EUROPE WITH THE MOTO-X FOX**
If you're planning a trip to Europe you can take in five races if scheduled around the Easter weekend

regular stuff

4 **MAINJET**
6 **BAZ'S BOX**
8 **DIRT**
10 **MAIL ENTRIES**
12 **WING NUT**
14 **WHIPS**
17 **TRICKS FROM THE TRADE**
74 **BERMSHOT**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250 NATIONAL ACTION -
BILLY'S BACK, AND TEAM SUZUKI'S STRONGER THAN EVER

ON THE COVER: David Maltais captures Gerrit Wolsink in glorious Suzuki color while competing in the 500cc World Championship title chase.

NEXT ISSUE ON SALE AUGUST 10

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on the mainjet

by dick miller

This issue of MOTOCROSS ACTION is devoted to all you letter writers who chastised us for the extreme lack of Grand Prix race coverage last year. We have two 500 and one 250cc GP reports in this month's issue and we will have another two for you next month.

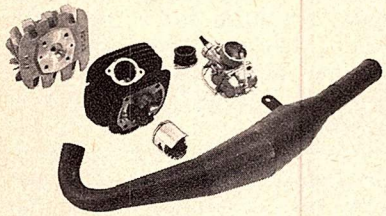
I'm sure this will probably bring forth a new inundation of letters to our plush offices here at MXA from many of you who'll now say that there is too much racing coverage and besides, it's a couple of months old. If you're so inclined, relax, because it's only 12 weeks out of the year for the GP season, and in addition to its still being the most exciting motocross racing in the world, there are some things to learn from our reports and articles concerning these events.

Besides the information dispersed in these reports from Europe you can learn riding techniques by studying the photos. A photograph can stop a particular rider's motion which the eye sees as a hurried blur in your mind. That same photograph stops the motion and will show you where the rider is positioned on the motorcycle as he maneuvers it over the particular terrain. This may seem unimportant to the average reader, but it is one of the most interesting items for our expert readers. If you ride and race motocross you know that you are constantly learning no matter where you are in the motocross structure of racing. The more expert you become, the more aware you are of what others are doing as you watch them ride. Sometimes it is made easier by a photograph since it can be retained and studied. The expert will check for the use of levers and the position of the bike and rider when used. He will look at the suspension of the machine and the rider's position regarding the suspension at that particular moment on the track. Hopefully, the photo shows all these things, but many times it doesn't. It really doesn't matter, because there is something to be learned from every photograph of a racer if you really get into looking for these things and not just enjoying the action that's shown.

Some riders such as Roger DeCoster and Heikki Mikkola are a drag to photograph because they are so precise and undramatic in their riding style. It is a rare occasion that you'll find them in an awkward moment, and you have to be lucky to be at that particular location when they are. By studying the photos of these two riders you

learn why these guys are the masters of their trade. I have photos from many different events and locations a year apart in which, if they were placed side by side, it would be difficult to see any differences. These riders duplicate time after time a given situation while riding — no matter where or when it is. It's what makes them as good as they are. You, by observing their styles and reactions to the terrain shown in a particular photo, can go to school on it. It is a valuable tool for you to become better than you are. If you just spend 15 minutes every time you go out riding and experiment with some of the things which you would like to improve on in your riding by using some of the racing photos as your instructor, I think you'll be pleasantly surprised at what you will learn. If you can't concentrate on what you are doing in a turn or whatever situation it is, and remember what happened in the photo, then get a friend to watch you.

In every sport, photos are used and studied to show mistakes and teach new methods, and motocross is no different. MXA is a monthly instruction manual, and now that I have qualified it as such we editors have decided to deem ourselves full professorships for our contribution to your learning. If anything, it's bound to get us a good table at a restaurant.



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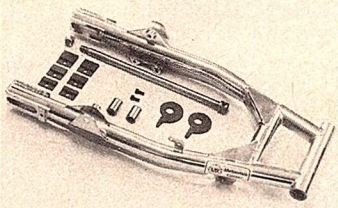

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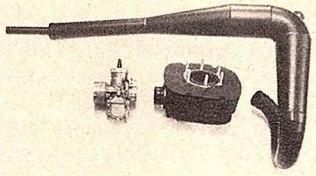

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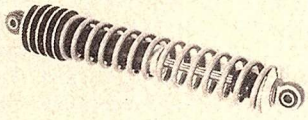

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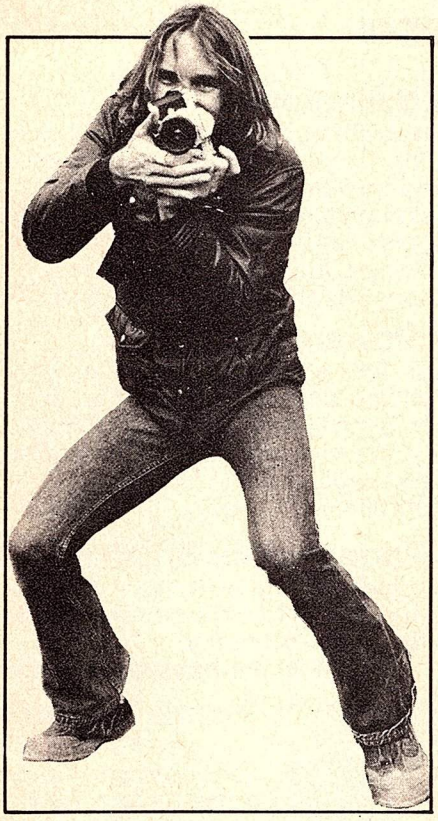

by paul boudreau

Grown-ups have a way about them that makes life tough for kids. Granted your parents start the ball rolling for you early in the game with conception and birth, but after that it's bitch, bitch, bitch.

Like when your Dad asks the inevitable: "Well Son, now that you're a teenager, have you been thinking about what you'd like to do with your life? What do you want to be?"

You measure your words at this stage in the game. You don't want to shock him by being too blunt, but at the same time you realize you must be up front with the guy because he *is* your dad.

"Gee, that's a tuffy, Pop. But I've been doing some thinking about that and I think I'd like to become a motocrosser."

"A *what*, Son? I'm afraid I didn't quite get what you said. Something about a 'boss'. . .?"

"No, Dad. I said I wanted to be a motocrosser, like in the magazine."

"You want to race *motorcycles*? You've gotta be kidding. Why would you want to do a thing like that? Whoever heard of somebody making a living racing motorcycles? Now, what do you *really* want to do?"

"I *really* want to be a motocrosser. There's lots of money to be made in it and it's something that really appeals to me."

"Jesus, Mary and Joseph! I'm busting my ass to save for your education and you want to be a motor-crosser. If that doesn't beat. . ."

Then your mom comes in.

"What are you two boys arguing about?"

"Your son wants to be a motorcycle racer. What do you think of that?"

"Oh dear, that sounds much too dangerous. Don't you want to be a grocery store manager like your father?"

"Motocross is really neat, Mom. Not only can I make a good living, but I'll be able to travel all over the country, maybe even all over the world."

"But Johnny, we want you to stay right here in Clodville, settle down and get a *real* job."

"I tried to tell him, Martha. Look, Son, right here in *Modern Grocer* magazine it says the supermarket industry is growing by leaps and bounds. More people, more food. You could start as a bagger and work your way up."

"Aw gee, Dad."

"Listen to your father, Johnny."

When you get to school it's the same old story. Every year the teacher has a "Career Day" when everybody in the class has to get up and tell what he wants to be.

"I want to be a motocrosser."

"No, Johnny. This isn't about what you want to do for a hobby. We want to know what you want as your career. What do you want to *be*?"

"I want to *be* a motocrosser. Motocross is a wonderful career. It provides reward and fulfillment you can't get in a grocery store. A successful rider can establish himself well enough in a short, ten-year career to have it made for the rest of his life. No 40-year pension plans or long, economically vulnerable retirement funds."

Your classmates giggle. For the most part they're so uncool they don't know what you're talking about anyway. Your teacher knows because she's got a stack of MOTOCROSS ACTION magazines in her desk.

"Johnny, I've looked through those magazines I've had to take away from you in class and frankly I find motor-cross racing repulsive and disgusting. Go down to see Mr. Pearbottom, the Guidance Counselor."

The Guidance Counselor! What a revolting development *this* is.

Mr. Pearbottom clears his throat nervously, adjusts his glasses and glances down at your "file."

"Now Johnny, your teacher, Miss Benderbacker, says here that you want to be a motor-crosser. Is that right?"

"Yes, Mr. Pearbottom."

He takes off his glasses and puts on a kind, compassionate face.

"Johnny, why do you want to become a motor-crosser?"

You've been through this before, but you give it a try.

"Because, it's a very active job that keeps you healthy and in top physical condition. It builds character and good learning habits by teaching you the value of concentration and a positive mental attitude, not to mention the experience gained going different places and meeting new people."

"But Johnny," he sticks his nose back into the file, "your Minnesota Multi-phasic Personality Inventory and Stanford-Binet Projected Achievement Profile indicate that you're best suited for the retail food business. It seems to me. . ."

After a long lecture on the responsibility you have to your family and community, he hands you a pamphlet on the State University's School of Business and Agriculture and assigns you to do a one-page report on it.

Father Nunboffer at the church is no help, either.

"Johnny, don't you know what these filthy hoodlums have done? Marauding through the little towns up north, molesting teenaged girls with their chains and burning down houses. . . It's sinful! I hope you tell it in confession."

You even get it from your girlfriend while groping in the back of Ernie's mom's station wagon parked in Zaborski's cornfield while you're supposed to be at the library.

"Oh, Bernice. All I really want to do is race motocross."

"But Johnny, you're such a good student. Don't you want to finish school and get *married*?"

"It's motocross for me, Bernice. Look at Tony DiStefano. He got good marks in school but gave it all up to become the National Champion and one of the most respected figures in the sport. I want to be like him."

"Oh Johnsey. And I'll be your pit tootsie. It'll be so beautiful traveling all over the world, just you and me. . ."

". . .and my CZ. But first, my sweet. . ."

"Oh! Don't touch me there."

"But Bernice. . ."

"You don't respect me."

"I respect you. . ."

"You just want me for my body."

"Aw Bernice. . ."

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SMITH HOT IN ITALIAN GP

Marty Smith traded moto wins with World Champion Gaston Rahier in the second round of 125cc World Championship competition in Italy. It was the American's first European race and, showing remarkable poise, he caught the speedy Belgian in the final moto and passed him a few laps before the finish. Rahier, however, scored the overall victory by virtue of a better elapsed time in the first moto, an FIM rule. Smith, thinking he had won, found himself standing below Rahier on the winners' platform after the race. "What are you doing up there?" he called to Rahier. "I won," answered Gaston. "Oh," said Smith.

* * *

SAVITSKI JOINS TEAM CAN-AM

Following word that Team Can-Am motocrosser Tim Hart of Torrance, California, would have to undergo surgery on his leg to repair cartilage damage, John Savitski of Atlas, Pennsylvania, was added to the team. Savitski, 20, rode a self-sponsored Bultaco in 1975 and was the most consistent privateer on the AMA National circuit. He was picked up by Can-Am to contest AMA 125cc Nationals in Hart's absence. Hart is hoping to be back in the saddle by mid-July.

* * *

WEIGHT LIMITS SET FOR GP BIKES

Minimum weight for motocross machinery has been revised for FIM events with the following weights adopted. Current AMA minimum weights are also shown.

Class	FIM Minimum Weight
125cc	80kg/176 pounds
250cc	88kg/194 pounds
500cc	95kg/209 pounds

Class	(AMA Minimum Weight)
125cc	76kg/169 pounds
250cc	88kg/194 pounds
500cc	92kg/203 pounds

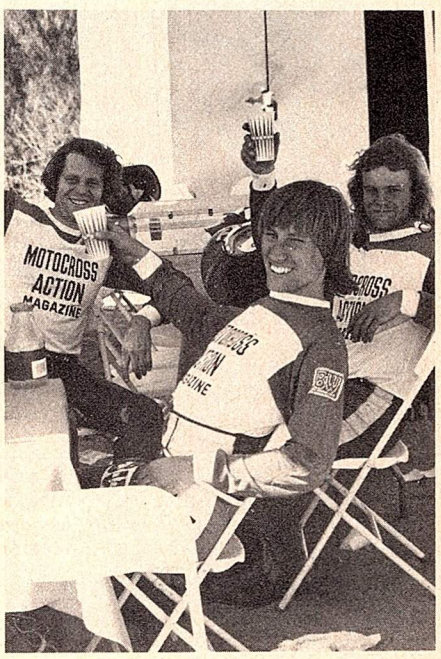
It is likely that the AMA Professional Rules Committee will consider modifying its minimum weights to conform with the FIM's.

JONES ISLO GETTING FAST

Don and Gary Jones tell us their development of the Ammex Jones Islo is coming along just fine, thank you. You may see a bunch of photos in MXA of Gary pushing his broken bike around, but it's only because of the neat expressions he and his dad get on their faces when something goes wrong. What you don't see are some of their successes, like Gary's holeshot of the Rawhide, California, Trans-AMA qualifier. The guy in second, number 626 Bob Elliott of La Mirada, California, won the event. Recently, however, Jones won the $5000 Mother's Day van-in, C&W concert and motocross race at Lake Whitney Cycle Ranch in Texas. He passed Husqvarna factory rider Kent Howerton ten yards from the finish to do it.

KEZAR BACK IN ACTION

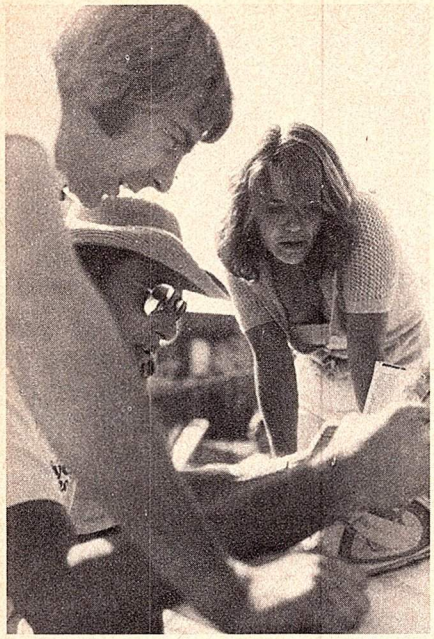
Spotted hanging on the fences at the Phoenix National, Women's National Motocross Champion Teri Kezar, who broke her back in the local race after winning her title last year, says she'll be back in action this year and hopes to retain her *numero uno* spot. Considering there's not too many ladies who could stay with "The Phoenix Fox" last year, she shouldn't have too much trouble this year.



Baker, Maly and Blix

MXA WINS SUZUKI MAGAZINE MX

For the second year in a row, MXA's crack team of test riders won the Suzuki Annual Editors Mini-MX tag team race at Carlsbad International Raceway. Victory was assured when Team Cycle World's anchor man, Fernando Belair, who led with three laps remaining, crashed his brains out.



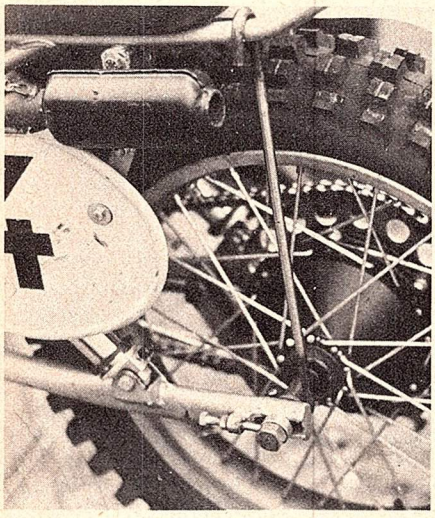
DO JIMMY WEINERT, STEVE STACKABLE AND THAT FOXY LOOKING CHICK READ MOTOCROSS ACTION?

Do frogs fart on lily pads?

* * *

The official AMA motocross people on the National scene are still Mike DiPrete as the National MX manager with Chuck McCall heading the eastern region, John Lancione (Light Brown) in the midwest, and Tex Meyers (formerly assistant) in the west as the National referees. Our thinking is that these guys are your so-called lawyers regarding motocross and are supposed to be there for help and guidance. Working with them *directly* on your problems will benefit you more than complaining to others. Be reasonable and hopefully they will be also.

* * *



Check out the trick way of making sure the swingarm is held in position for chain adjustment as used by Brad Lackey's mechanic, Pelle.

AUSTRIA TO DeCOSTER

Belgian Roger DeCoster battled West German Adolf Weil and won in the fourth round of the 500cc World Championship series in Austria. Weil won the first heat but DeCoster, the 1975 Trans-AMA champion, came back to win the second and the overall victory. Brad Lackey failed to score in either moto.

* * *

GASTON AGAIN IN ENGLAND

World Champion Gaston Rahier swept both motos of the 125cc Great Britain GP on his factory RA125 Suzuki to continue his domination of the series. In second on the trick CZ was Jiri Churavy of Czechoslovakia. American Marty Smith on the factory RC Honda finished in fifth place with a score of 3-7.

* * *

POMEROY SECOND IN POLISH GP

Jim Pomeroy, from Yakima, Washington, roosted all over former World Champion Guenady Moiseev of the U.S.S.R. to win the first moto of the 250cc World Championship event in Poland. Point leader Heikki Mikkola came back to win the second heat. Sweden's Torleif Hansen, riding a

Cont'd. on page 16

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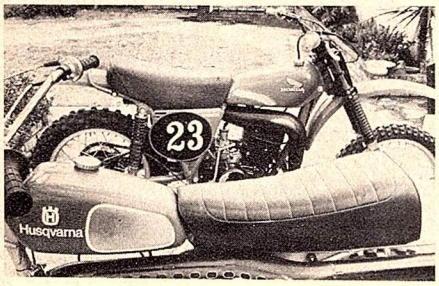


HUSKY-HONDA SHOOT-UP

Dear MXA:

Your Honda-Husky comparison (May) was hot stuff. At last somebody has the balls to put a Jap bike up against a *real* machine and tell it like it is.

Allen Tomkins
Roswell, New Mexico

Dear Ed. and Ass. ed.:

Your May shoot-out was ridiculous. Comparing a Honda and a Husky is like comparing sardines with meatloaf.

Jerry Greenfield
San Diego, California

Dear MXA:

Boy, are you guys going to get some nasty letters from Honda riders who don't like being called "pedestrian."

Genna McCally
Springfield, Missouri

Dear Sirs:

Although I found your comparison somewhat informative and interesting, its salient feature was the inescapably dogmatic and authoritarian conclusion: "The Honda can *never* be as good as the Husky." Even to the most casual reader, such a proclamation is supercilious, hence obnoxious; "the pedestrian motocrosser,". . . "non-descript rider,". . . "the plebeian rider,". . . all Honda riders, I presume. Such terms are deplorable, puerile and redundant. After years of tolerating *Road & Track* magazine's wearisome articles on the putative primacy of the Mercedes Benz, I stopped reading it. Evidently such sophistry also exists in motorcycle journalism.

M. R. Zuniga
Glendale, California

(*What mean-um "puerile"? — ass. ed.*) (*It mean-um he didn't like your tacky article. — ed.*)

RIGHT ON MAINJET

Dear MXA:

I really dug the May *Mainjet* and I know where you're coming from. I paid $1460 for my new RM125 in Europe with the understanding that I could secure it in the building where I'm stationed. But now that I've got it, they make me keep it outside where the weather and thieves can destroy it. My question is, why does such a great magazine like MXA have to stoop so low as to print recruiting ads?

PFC Karl Clapp
APO New York

Dear MXA:

Dick Miller's column about rip-offs masquerading as fellow bikers really said it all, WFO. I left my bike one Sunday to watch the races and I came back later to find some squid had ripped off the left side case of my engine!

Jim Almstead
Stone Ridge, New York

Dear Dick:

It's good to see that some of the column writers around still have their heads screwed on (May *Mainjet*). Some columns are a waste of money, ink and paper.

Charles Luck
Manakin-Sabot, Virginia

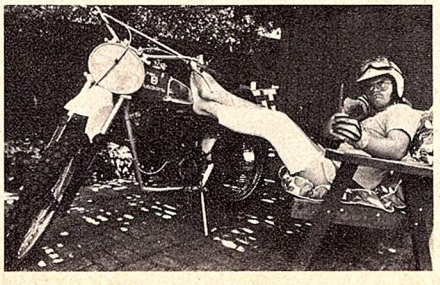
(*What are you trying to tell us, Charley? — ed.*)

BOZO'S KNEE

To the editors:

I thoroughly enjoyed *Baz's Box* in your May issue. I went through the same thing last summer. It wasn't so bad. The hardest part was getting my leathers on over the cast.

Erick Grandburg
Palo Alto, California



Erick and his cast

Dear MXA:

I feel sorry for Baz. The worst thing is when you want to do a 180 in bed and can't.

Jim Ladd
Waco, Texas

Dear Baz:

As president of the T.C.M.R. (Temporarily Crippled Motocross Riders), I welcome you to the club. Membership entitles you to be extremely crabby and expect things to be done for you. The only rules are that you can't take a bath or sit on a toilet comfortably. It's not much, but it's better than being a crip and not in the club.

Scott Salveson
Foxboro, Wisconsin

Dear Baz:

The worst part is after two months of not washing your leg, you'll wonder what crawled in your cast and died.

Lenny Peters
Fort Pierce, Florida

Dear MXA:

The worst part is trying to explain to your girl friend that this 20-pound hunk of cement won't hurt a bit.

Bob Parket
San Francisco

(*We understand there's a severe epidemic of "cast rash" all up and down the west coast. — ed.*)

LOCAL PRO MADNESS

Dear Sir:

I am the clerk of the course for the British 500cc Moto-Cross Grand Prix to be held at Dodington Park (considered by many riders and officials to be *the* classic MX grand prix circuit) and I have been closely connected with MX for a number of years. I think the article by Michael Jordan in the April issue, "The Strange Madness of the Local Pro," is the best I have ever read. For me it is the very essence of MX and the MX rider.

P.C.M. Steadman
Cliftonwood-on-the-Benthaven-for-Geese, Bristol, England

Dear MXA:

"Madness of the Local Pro" was a provocative study of the emotions which motivate a young racer and left me with a better understanding of what drives these motocrossers to do what they do.

Dorethea Lewellian
Brockton, Massachusetts

Cont'd. on page 60

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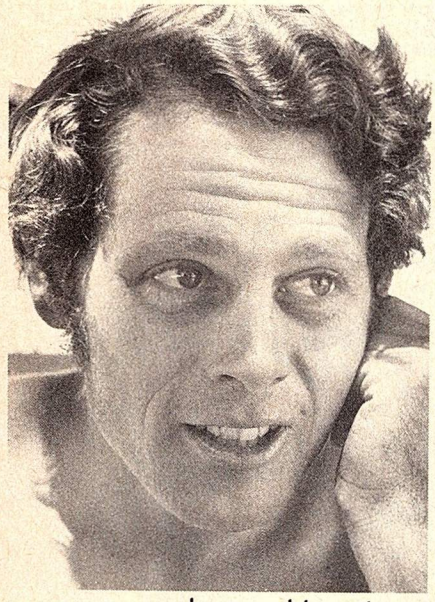

by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

WHAT TO DO

I'm stuck. With all the bikes on the market I don't know what to buy. I'm 5'11", 170 pounds. I did race 250 but could go to 125, I've got limited funds and am partial to Honda and Penton, please help me out. Also, I would like to send my sympathy for the death of Jim West; motocross won't be the same.

Paul Grimm
Plainwell, Michigan

Thank you for your condolence. Jim left us doing what he loved best and that's how we remember him. Don't feel stuck. Being 5'11", you would fit quite well into the seat of a '76 CR125MI Honda. If you are an intermediate or an expert rider the CR125MI will satisfy all your needs. If you are a novice rider, any of the new '76 125 motocross bikes have too narrow a powerband for you. In this case the new RM250 Suzuki is a controllable motorcycle at any speed. The Suzuki motor is excellent. The suspension needs a little work. If you are a beginner or have never ridden in competition and need to learn techniques and fundamentals of riding, the new CR250MI Honda has a motor that pulls you out of almost any mistake. The steering geometry makes turning almost effortless. The only drawback is that both the front and rear suspension needs replacing. We use S&W's front fork kit and springs and their Freon shocks for the rear. These components are fairly inexpensive for the performance they give.

RUNNING AWAY

My dad always buys me a used Yamaha. But what I really want is an Elsinore so I can race. How can I convince him about the Elsie and racing.

Gary Laffler
Lake Shawnee, New Jersey

First tell your dad you're running away from home until he buys you a new Elsinore. Once you've got the bike move back. Next inform him that motocross racing is a field that offers an unlimited future and if you apply yourself, it can reward you with a promising career. I don't mean simply by racing, but from engineering and developing advanced products, techniques and styles. The motorcycle field grows larger every day and needs young minds like yours. You can prove your interest and success in racing by giving your dad a track record of good solid grades in school. Keep in mind that Marty Smith was an "A" student in school and now reflects the same in racing.

CALL COMMANDER

I'd like to know the name and address of someone who would have the best ideas on how to set up my 1975 Kawasaki KX125 for competitive motocross. I remembered that you tested the KX125 in the September, 1974, issue of *Dirt Bike Magazine*, so maybe you can give me some tips.

Chris Staker
San Diego, California

I feel the best cunsultant capable of providing the performance answers you request is the "Commander" Jim Felt. Jim has qualified himself by receiving the AMA's mechanics' "Golden Wrench Award" last year while working for Kawasaki Motor Corp., as Jim Weinert's tuner. Jim always has and still does Kawasaki specialty work which is some of the finest I've seen. You can write to him at:

"Commander" Jim Felt
2490 "B" Saint Clair
Simi Valley, California

FOOT POWER

I would like to know if you think big feet are an advantage or a disadvantage in motocross.

M. Y.
Detroit, Michigan

Definitely! Especially when someone is in your way. Just ask Jimmy Weinert.

'SWAPPIN'

I own a 1974 Yamaha 360 Motocross. I have been trying to race motocross, but the bike doesn't seem to have the suspension to do what I want. My bike has air forks with six ounces of 20-weight oil and 35 pounds of air in each fork leg. The rear end is forward mounted with Boge shocks, and it's getting 5-3/4 inches of travel. The shocks have 135-pound springs on them, and I weigh 235 pounds.

What can I do to make the bike work for me without spending a fortune or getting a new bike?

Albert Johnson
Swartz Creek, Michigan

If you race motocross with a '74 360 Yamaha MX and have to compete against the latest '76 motocross bikes, don't expect to win. Even if you did spend a fortune on suspension and engine modifications, I'd still have my doubts because of the weight factor and the suspension's travel limitations.

To make the best of what you have, I'd first suggest getting rid of the air in the forks. Air-inflated forks are useless in any type of serious racing. Then replace the entire fork innards including springs. There is a kit available through Terry Ind. which is pretty darn good. Now start on the rear suspension. The best move you can make is to remove the Boge shocks and throw them as far as you can, because that's exactly what they'll do to you if they haven't already. Boge shocks will fade away almost immediately as they feature standard hydraulic dampening. For forward mount long travel suspension you need a shock that will work the same the first lap as they do the last lap. One shock you can depend on is the new S&W Stroker Shock. These units feature a Freon gas cell that takes the place of air. I'm assuming you need a 13-inch or 13.5-inch shock. I would start off using 110-pound springs. I have seen these shocks outperform any other shock, anywhere.

TAKE IT FROM A BADGER

At the track where I race there is this great big mother hill that has a

hairpin turn up on top. Going up is no problem, but coming down that sucker makes me and my Elsinore have momentary heart failure. What's a good tip for going down that mother?

The Flying Badger
Dunkirk, New York

Gene Cannady, the "Baja Badger," claims that a downhill run is nothing but a straightaway that only requires a longer braking period. So drag the rear brake just a bit, and heavily use the front brake before a last-minute turn.

MR OR CR

I have a Honda MR175. I like motocross better than enduros. I ride at practice motocross tracks and hill-climbs. Do you think the bike is good on the practice motocross tracks, or would a Honda 125 Elsinore be better?

Ed Reider
Stowe, Pennsylvania

If you are planning to keep your MR175 for motocross practice and trail riding only, I suggest pumping up your motor and converting over to a decent long travel suspension front and rear. An MR set up correctly makes about the most dependable MX practice/trail bike you can get. Dependability, comfort and low maintenance are the most important factors you should consider for your type of riding. Now if you are planning to race MX, I would purchase a 125 Elsie, as it is a better class to compete in. The Elsie will do everything you need it to do; the rest is up to you. Remember, the Elsie is a competition bike and will need more maintenance than the MR. m

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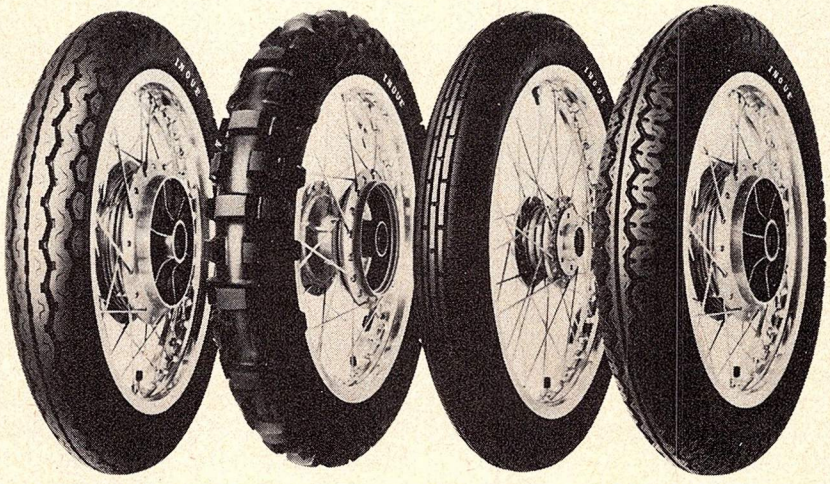

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Cycle Parts Distributing, Inc. Wichita, Ks.
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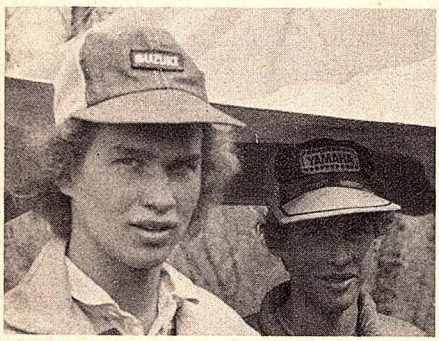
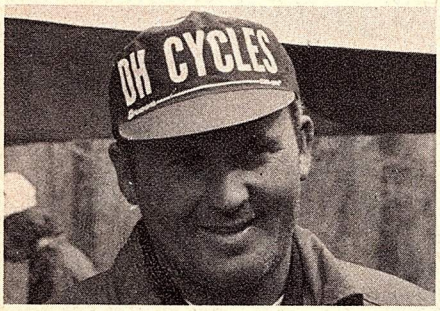
INOUE RUBBER INTERNATIONAL CO., LTD.
DIVISION

whips

little things about people who make motocross neat

THE GAGES



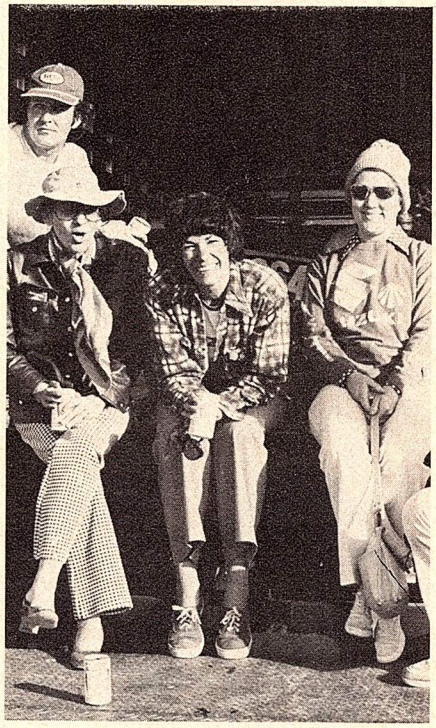


The Gage family is from Lewistown, Idaho. Seventeen-year-old Rick just got out of high school, has a dad who is really willing to help him out, owns a quick YZ125 Monocross and knows how to ride it damn fast.

What does that all add up to? It means that Rick, his dad and head-wrench, DeWayne, and younger brother, Bruce, are going to be giving the 125 Nationals a try for the very first time this year. "We just want to get the feel of it," explained Pop Gage, "we'll see how we do and go from there." What are Rick's plans? To go fast, of course.

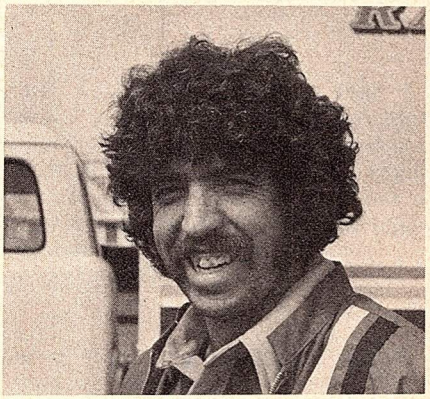
Quick Rick is National number 641. He may not be beating Marty Smith yet, but he's going to be getting a lot of experience this season. If you're at a 125 National this year and see a speeding, unsponsored Yamaha rider in a rugby shirt battling it out in the pack, wave, it's probably Rick. (Trotter photo)

CMC LADIES AUXILIARY



At the local So. Cal. pro races you can always expect to find these fine ladies taking care of business for their hotshoe sons and keeping the beer cold. They are, from left to right, Marty Moats's mom, Bob Elliot's mom (fox-eee) and Jeff Jennings' mom. Watching them in action, it's easy to see they've got it all over the wives and girlfriends for getting in there and pitching. At the Rawhide Trans-AMA qualifier, Mrs. Elliot spent 15 minutes brooming down the concrete starting platform in front of Bob's RM250 so he could get maxo traction. It worked. He won.

TOM GENNINGS



For four years, Tom Gennings owned a bike shop up in Wyoming, then one day he decided he wanted to go a-racin'. Since sponsoring a rider on the Nationals doesn't bring crowds of customers to Tom's hometown of Thermopolis, Wyoming, all the local shop, Michael's Cycle, could give him was a little help. The rest he's doing himself.

Hitting the endless asphalt in a Chevy van with a 250 Maico flopping around in a trailing trailer, Tom was ready to test his talent against the best. Feeling it was the only way to prove himself, he was determined to bang bars with the quick dudes.

Unfortunately, in Phoenix last year, he banged a little too hard, and broke his pelvis. That didn't hurt Tom as bad as missing the Trans-AMA series; while he was still in traction, everyone else was racing and having fun.

Fully recovered, he's back in action and ready to cook. At 28 years old, Tom will be wrenching his own bike, eating a lot of Big Macs, pushing hard each week just to qualify, and goin' for the all-nighter occasionally to make it to the next track. When asked why he does it, he simply replied with a big grin, "Cause I dig it!" What better reason?

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DIRT

Cont'd. from page 9

private Kawasaki, scored two seconds to take the overall win with Pomeroy second. Pomeroy, who is in his third year of European competition for Bultaco, moved into fourth place, one point behind Hansen, in the world standings.

* * *

LACKEY SECOND IN ITALY

American Brad Lackey, riding his factory-prepared 360 Husqvarna, scored a consistent 4-5 to finish second in the Italian round of the 500cc World Championship. Winning the overall was current World Champion Roger DeCoster with a first and a second. Finishing third behind Lackey was Maico pilot Adolf Weil. Suzuki star Gerrit Wolsink, who finished second in the first heat, turned over the point lead to teammate DeCoster when he failed to finish the second moto.

* * *

HUSKY FACTORY PIPES

The outfit making the trick new pipes for the factory Husqvarnas is Ohlins Mekaniska Racing, Hovslagarevagen 5, 19154 Sollentuna, Sweden.

Eierstedt

WORLD'S FASTEST INSECT

In his first moto dice for the lead with Jimmy Weinert at the Phoenix 250 National, Team Honda's Rich Eierstedt got going so fast that the wind blew his helmet visor off. So, in this sport grossly concerned with image and appearance, Richard had to suffer the agonizing uncoolness of riding the whole moto with just his snaps showing. "I must've looked like an insect," he said after finishing third.

Cont'd. on page 66

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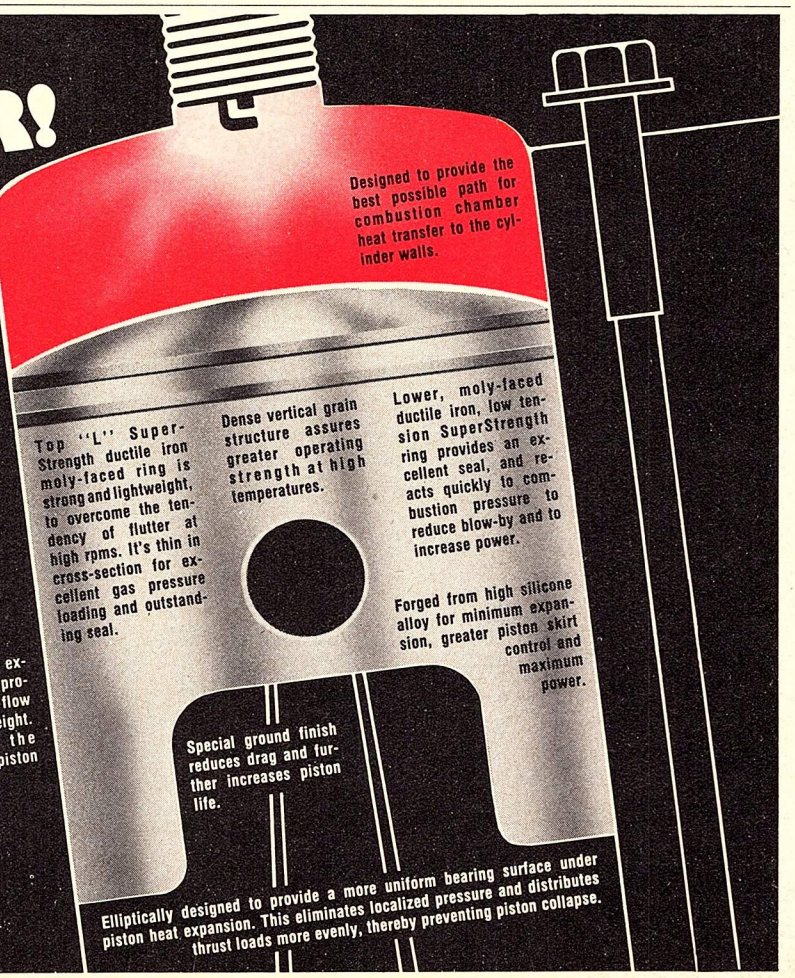
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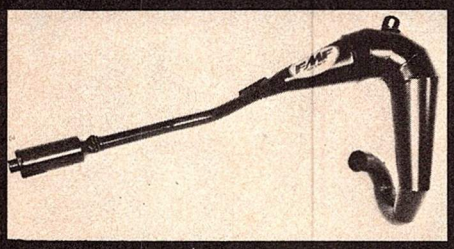
tricks from the trade



SNAKE PIPE

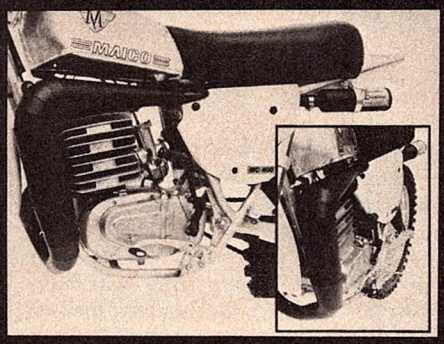
New from FMF is this sanoed-out high-pipe for Suzuki RM370s. By eliminating the twists, curves and snarls of the stock setup, the FMF pipe can increase the power and fury of the DeCoster replica, enabling you to throw roosts all over Maico riders to your heart's content. $82.95 will do the trick. Get it from the Flying Machine Factory, Dept. MXA, 1416 W. 259th St., Harbor City, California 90710.

TIRED

New from Webco is this zippy-spiffo automatic tire-pumper-upper for all you weaklings out there who don't want to do anything between motos but sit in the back of your vans and pant. For $49.95 you won't ever have to waste your precious energy pumping up dead tires again. The 12-foot cord, which plugs into ordinary, everyday-type cigarette lighters, allows you to fill up the tires of any of the neighboring racers who rode over the same broken beer bottle as you did. Contact Webco Inc., Dept. MXA, Box 429, Venice, California 90291 for even more amazing facts.

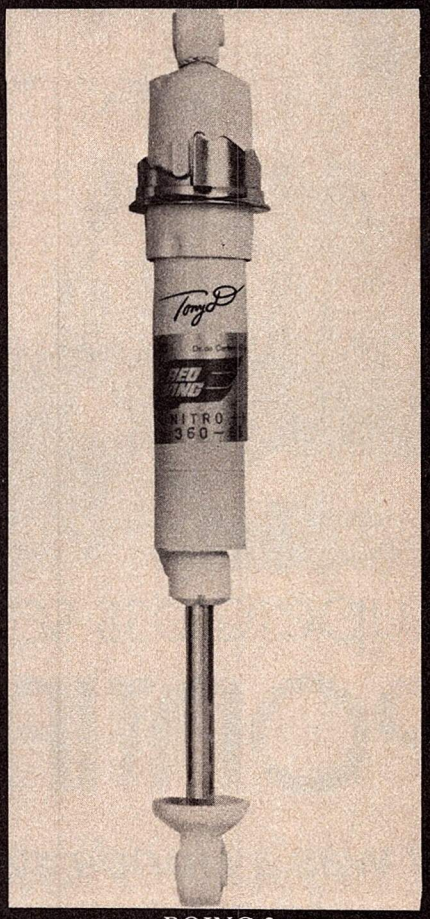
LANCER LOOK

Designed by Lancer Leathers for 125 National Champ Marty Smith, the chest flap folds out and allows the Honda factory mechanics to program Marty's bionic circuits before motos. The jacket also features American-made zippers and a stand-up mandarin collar for the true macho look. No motocrosser's wardrobe is complete without this beauty. Order yours today at the low, low price of $109.50 from Lancer Leathers, Dept. MXA, 10624 N. 19th Ave., Phoenix, Arizona 85029.



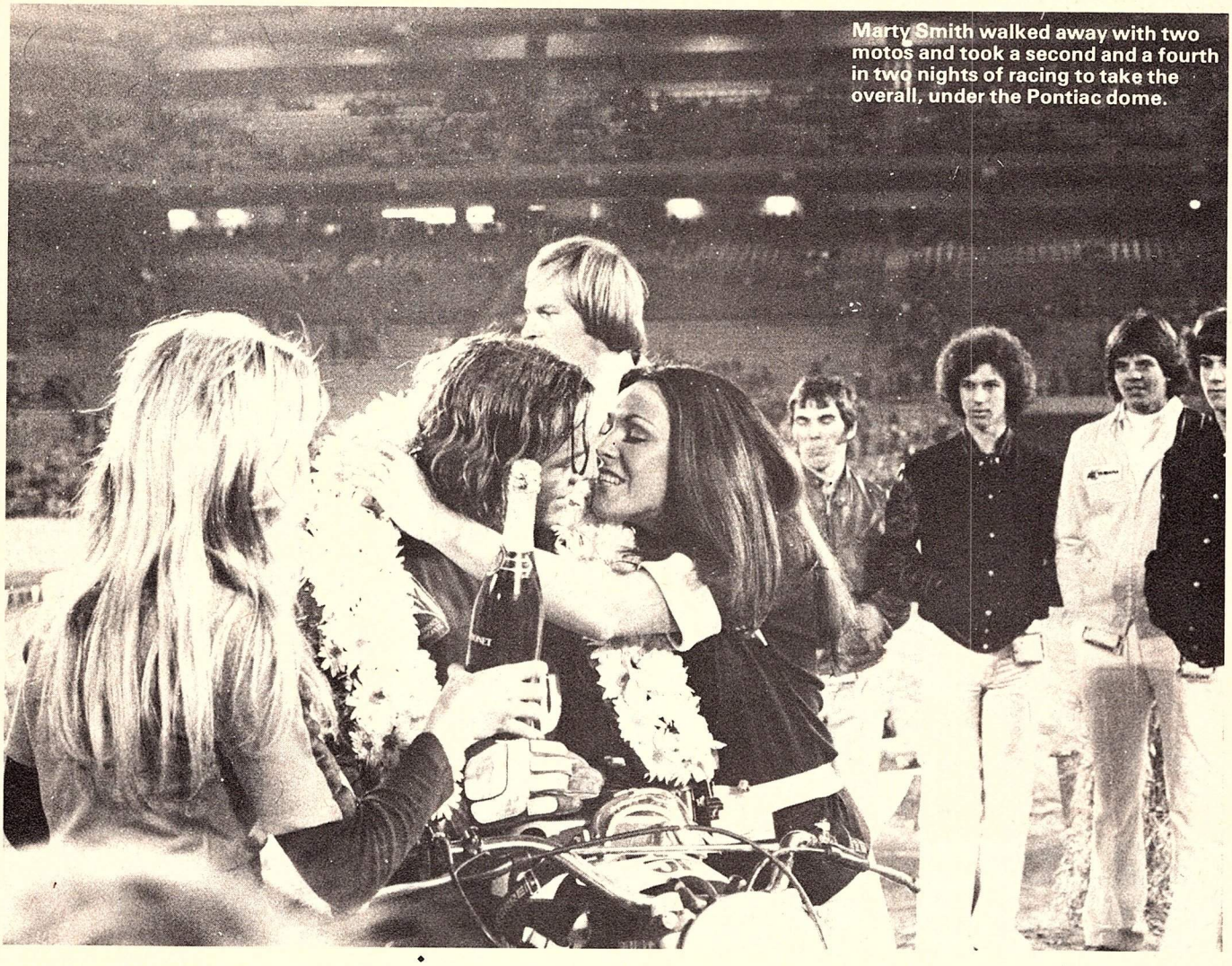
SNAIL PIPE

After having been tested on some of the hottest Maicos around, Wheelsmith Engineering now offers this high-pipe for the ultimate in trickery for the German vunder machine. By using an aluminum works-type tank and after performing a few modifications, the pipe is ready to fit onto your bike, — that is if you own a '75-'76 250, 400 or 450 Maico. With the reduced weight and increased power, you can throw giant roosts all over those Suzuki riders who thought they were hot. The price is 95 bucks from Wheelsmith Engineering, Dept. MXA, 13635 W. McFadden, Santa Ana, California 92704.



BOING 2

These Tony D. autographed Red Wing Gas Shocks are made by KYB and feature the truly amazing Dr. deCarbon patent (which may mean something to you). They are a total nitrogen gas and hydraulic liquid thrill mounted in any position. $30.95 a shock and $29.95 for all the springs you'll need. If you feel your rear end needs more gas, you're warped, but if you need a good set of suspenders, these shocks might be the answer. Available at your neighborhood Red Wing dealer, who probably doesn't have an MXA department.



Marty Smith walked away with two motos and took a second and a fourth in two nights of racing to take the overall, under the Pontiac dome.

supercross series

PONTIAC STADIUM

It was a Honda sweep amidst the crash and burns of the next to last race of the stadium series

by Jeff Holzhausen

It's only fitting that Pontiac Metropolitan Stadium would be picked as the site of the fourth Supercross Series event — after all, Michigan does register more motorcycles than any other state with the exception of California, and the domed home of the Detroit Lions has a seating capacity of 76,000.

Having never witnessed an indoor race I was expecting the worst; after all, the list of injured riders from the other Super Series events was large.

I was pleasantly surprised, the track was mostly sand and the racing very good.

Among the injured riders from the previous week's competition was Tony DiStefano, who had the bad luck of having an experimental fork spindle break on his Suzuki during Friday night's event. Team Suzuki wisely withdrew their entries from the following night's competition.

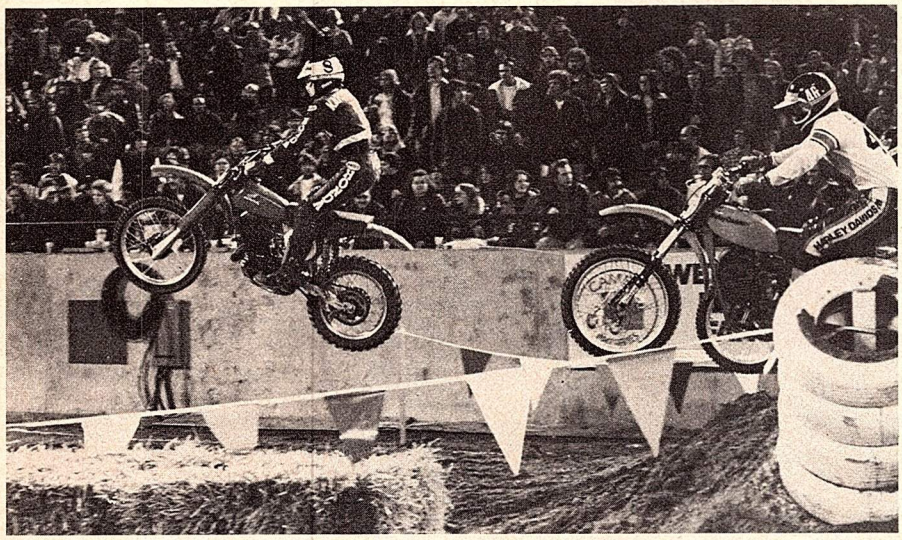
Tony D. was back in form in time for Pontiac but stuck his foot in a hole during Friday night's practice. He rode anyway, but could only manage an eighth in the first moto and in the second moto crashed at least three times and didn't even finish in the top ten. Saturday Tony decided it was best not to ride, and rested his ailing ankle.

Due to the injury of Can-Am teamster Buck Murphy, a ride was offered to John Savitski, who jumped at the opportunity but couldn't manage to break into the top ten.

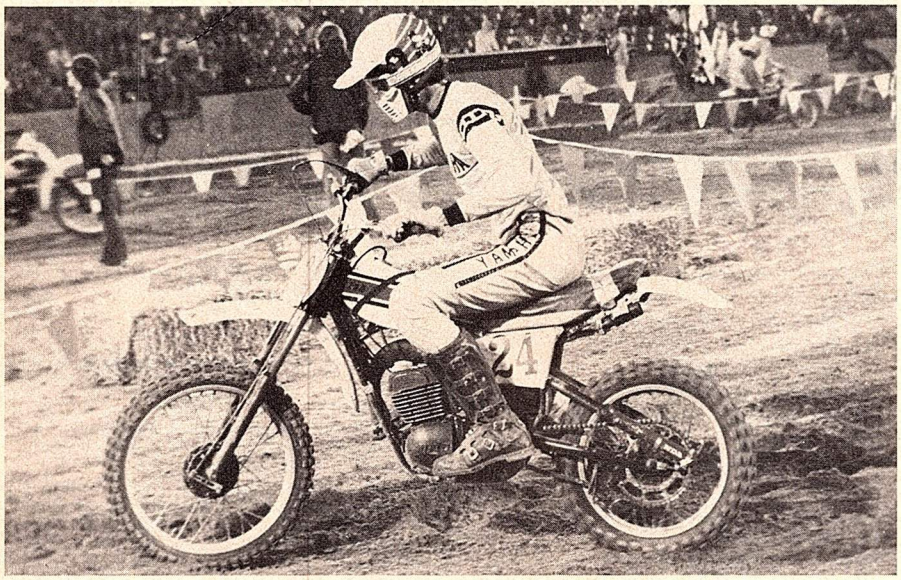
Rex Staten showed up with his factory Harley-Davidson and a team of three mechanics. The wrenches came in handy when the bike quit early in Saturday night's practice. They had it running in no time at all and well enough for Rocket Rex to finish third in

both Saturday motos and fifth overall for the weekend.

One of the H-D mechanics told me that a limited production version of the bike would be available soon. There will be 1000 made and they will feature Kayaba suspension, a chrome bore and some parts interchangeable with the enduro model, such as the engine cases. They are presently working on a 360 model that should be ready in time for the 500 Nationals.



When Marty wasn't leading, Pierre Karsmakers was. A few crashes and some mechanical woes kept Rex Staten (46) and his Harley out of contention.



Amid all the shiny new bikes was this trick Yamaha YZ ridden by Tom Opper in the amateur class. He's been working on the rear Honda forked suspension since the summer of '74 and seems to have it dialed.

Pierre indicating his finishing position for the event while spectator thinks it's Dutch for, "Hi, there."

Jim Ellis, the defending Supercross champ, seized his engine, crashed a bunch and couldn't break into the top ten under the Pontiac Dome.

FRIDAY NIGHT

The first moto saw Pierre Karsmakers nip Jim Weinert after a battle that lasted the entire moto. Kent Howerton pulled off a third after duking it out with Marty Smith and Jimmy Ellis. Ellis crashed several times, never seeming to adjust to the track.

The second moto got off to a blazing red start with Marty leading the way, followed by Karsmakers and Tommy Croft. By the second lap Croft dropped to fifth, passed by Howerton and Series leader Jim Weinert. Smith was pulling away from everyone, a sign of things to come. Near the mid-moto point Stackable took a hard fall, leaving his sixth place slot up for grabs and putting him out for the evening.

Tim Hart was seemingly responsible for several crashes and near-crashes involving other riders. At one point he was given the blue flag, the sign for a rider who is being lapped to pull to the side and let the faster rider by; he did not and it probably cost Mickey Kessler a place. Ellis moved up only to crash again while Howerton and Weinert battled it out for third. After the Jammer dumped it Kent motored

Cont'd. on page 64

Results
Pontiac, Michigan

250cc Professional Class

POS.	NO.	NAME	FINISHES
1	2	Marty Smith	4/1/2/1 (8)
2	8	Pierre Karsmakers	1/2/1/7 (11)
3	4	Jim Weinert	2/4/4/6 (16)
4	3	Kent Howerton	3/3/10/2 (18)
5	46	Rex Staten	6/7/3/3 (19)
6	21	Tommy Croft	11/5/8/5 (29)
7	16	Mike Kessler	9/6/6/8 (29)
8	26	Terry Clark	10/9/7/9 (35)
9	7	Steve Stackable	7/17/9/4 (37)
10	23	Gaylon Mosier	12/10/11/14 (47)

500cc Professional Support Class

POS.	NO.	NAME	FINISHES
1	94	Rich Eierstedt	2/1/1/1/ (5)
2	37	Gary Chaplin	1/2/3/2 (8)
3	31	John Ayers	3/3/5/3 (14)
4	36	Bob Harris	4/4/2/4 (14)
5	408	Mike McIntosh	5/5/4/6 (20)
6	79	Joseph Gretchen	7/6/8/7 (28)
7	413	Bobby Pickard	6/15/6/5 (32)
8	497	Ted Foltz	9/9/10/9 (37)
9	72	Dickey Nowell	10/8/9/11 (38)
10	144	Martin Murphy	8/7/13/13 (41)

AMA Supercross Standings
250cc Professional Feature Class

POS.	NO.	NAME	POINTS
1	4	Jim Weinert	288
2	3	Kent Howerton	274
3	8	Pierre Karsmakers	257
4	10	Jimmy Ellis	221
5	1	Tony DiStefano	189
5	7	Steve Stackable	189
7	23	Gaylon Mosier	175
7	2	Marty Smith	175
9	39	Bob Hannah	156
10	26	Terry Clark	145

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H. Hi Point MX boots $73.95 Also ISDT style $73.95
I. Bell Super Magnum, white or silver $58.75
J. Hallman cross peak — red, white, blue, yel $3.15
K. Scott goggles, clear $12.95; polarized $16.95
L. Scott mask, white or blue $6.95
M. Bultaco jersey, red/ wt/ blue or red & yellow $19.95
N. Gold belt $16.95
O. Miura leathers, gld/ blk, Blu/ blk $89.95; red/ gld/ blk w Bultaco on side $92.50
P. Webco G.P. gloves $13.95
Q. Heckel boots, MX blue/ gold, yel/ blk, $85.00, Enduro blk/ red $85.00 Trials red/ yel $55.00

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7. Foam fork protectors, red, yel, blk $3.95
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PAYERNE, SWITZERLAND

Wolsink takes a 30-point lead in the first 500cc GP. Pierre wins moto, Roger gets zip, Lackey ditto.

By David Maltais

The '76 500cc World Championship debut was an unbelievable weekend in Payerne, Switzerland. The Works teams were in full force with teams from both Europe and Japan. The Swedish importer was in charge of Yamaha's effort while Honda, Suzuki and Kawasaki were represented from the Oriental side of the world. Bultaco, Maico, Husqvarna, KTM, CZ, CCM, Beta and Puch all had serious entries and were ready for bear.

There has been a lot of preparation among the top riders for this season's GPs and the four-time World Champ Roger DeCoster is no exception. He has kept busy all winter flying back and forth to Japan for testing of his new RH370 to make sure all was ready for an assault on an unprecedented fifth World title win. He should be a pop by the time of the USGP in June. Both he and the expectant Laurie drove to Switzerland in his month-old Ferrari Dino. "At 140 mph, it tracks straight and smooth," smiled Roger.

An irate Roger DeCoster is letting the track officials know about his displeasure with their poor flagging and his resultant first moto crash.

Gerrit Wolsink's new RH370 looked equally impressive and at an International race in Holland he made it clear with some strong riding that he will be out to take away the title from his Suzuki teammate in this year's World Championship series.

Honda's first assault in world motocross is being led by Pierre Karsmakers from the United States. The Honda team will be based outside of Frankfurt, Germany, this summer with Steve Whitlock acting as team manager, wrench, truck driver and jack of all trades in order to keep the GP Honda team of Pierre and Marty Smith (125 GPs) ready at all times. Pierre and Marty will jet back and forth to the GPs from the States. Honda won't let any GPs conflict with the National Championship races. These guys are going to be putting away lots of traveling miles, or kilometers, any way you look at it.

Kawasaki's sole entrant this year is Christer Hammargren but many of his Swedish ex-teammates are around to keep him company. Bengt Aberg is campaigning a new Bultaco with

PAYERNE.

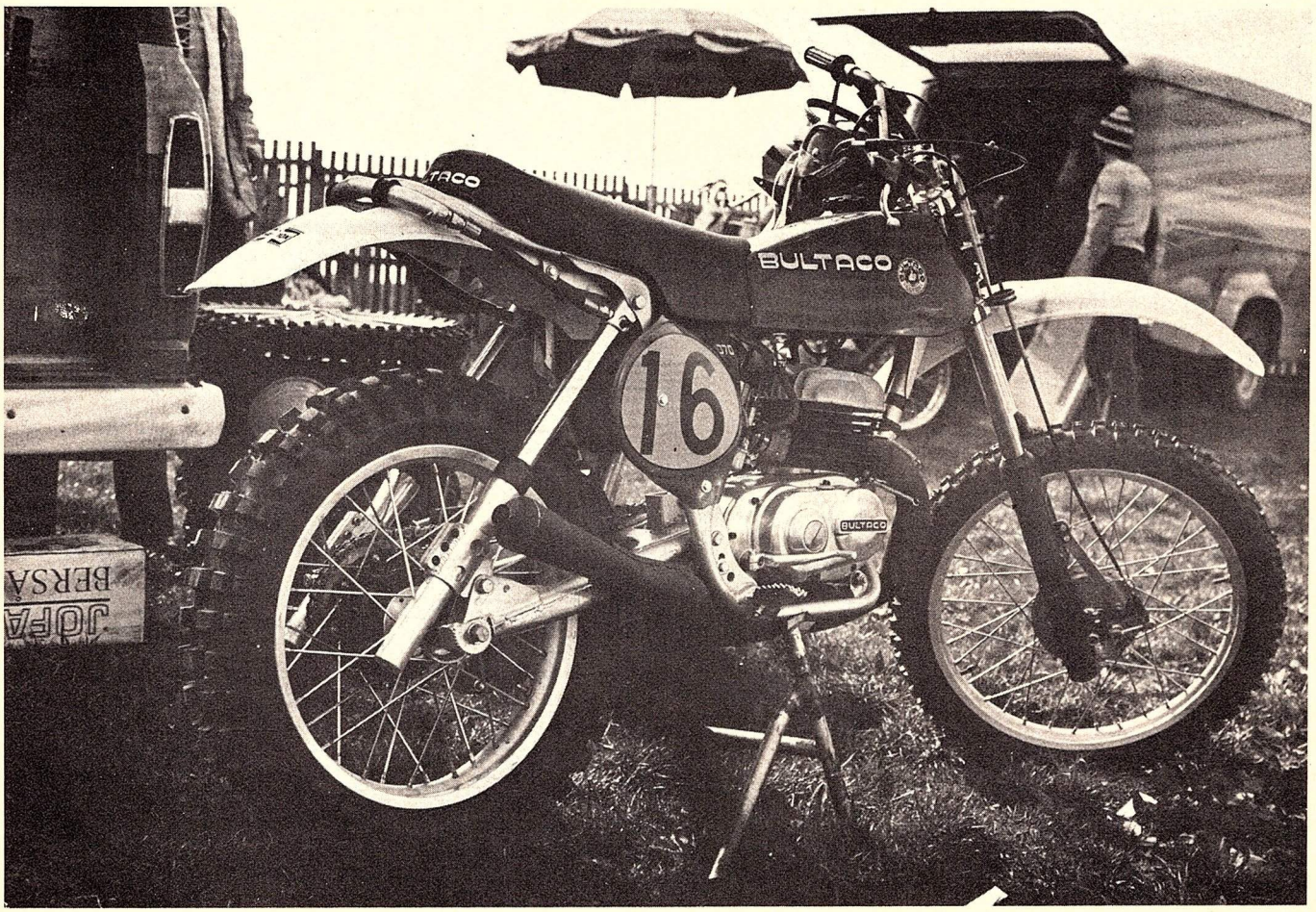
Pierre Karsmakers qualified a full two seconds faster than any other rider. Second moto mechanicals earned him a 23rd but his strong first moto, second overall, earned him a bunch of GP points and qualified him as a strong contender.

Young British star Graham Noyce is showing flashes of brilliance and is a new face to watch.

redesigned rear dampers, and Ake Jonsson, with mechanic Curt Oberg, is happy to be back with the Maico factory.

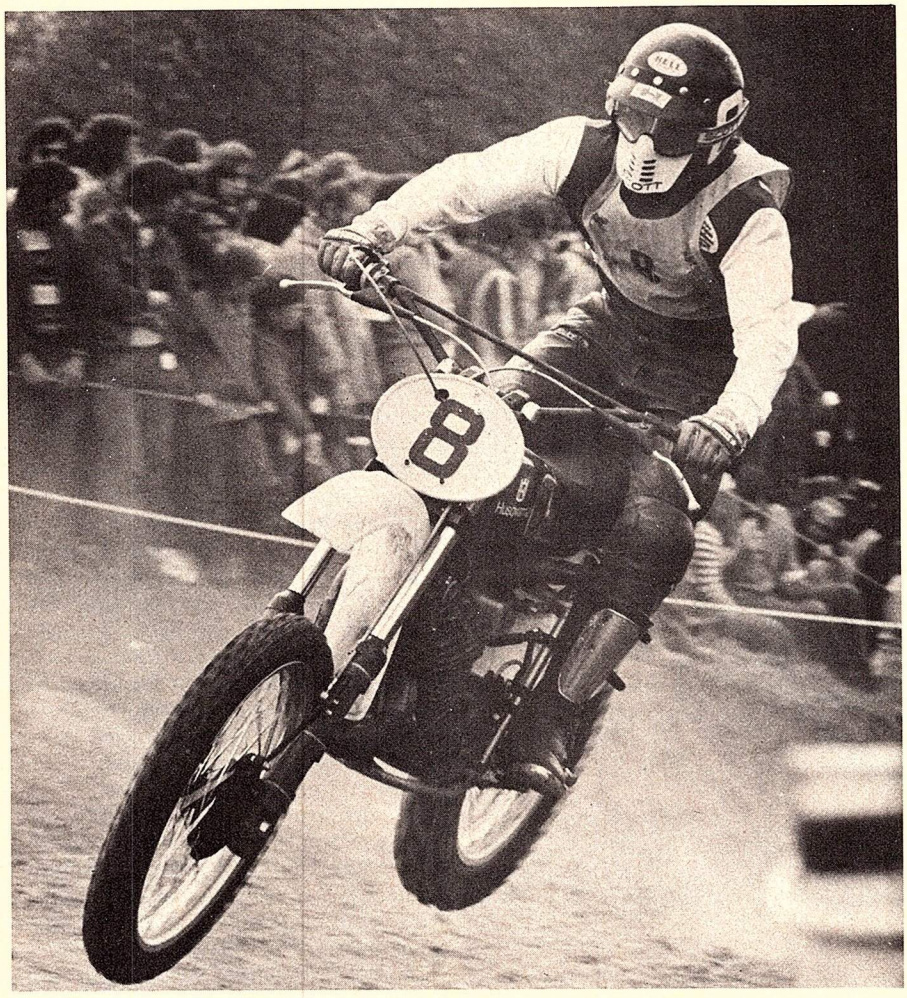
Maico is backing three other entries with Adolf Weil, 37 years old and charging, leading the group. He doesn't know he's supposed to be too old for this sport since he didn't start racing till his late 20s. Graham Noyce, an experienced 19-year-old Britisher, is receiving factory help from the British Maico importer, Brian Goss. The sand-specialist, Frans Sigmans, now in his third year with Maico, rounds out the team.

The lone Husqvarna 500cc entry is Brad Lackey. With Heikki going after the 250cc class the pressure is now focused on the popular rider from Pinole, California. Brad, in his fourth year of GP competition, has shown he can handle it. In the first International in Holland he took a first overall for the day's racing. The Open class is going to be much tougher this year with more



Bengt Aberg's Bultaco finished four seconds back of Pierre for third place in the first moto, but in the second moto on the first lap it scattered its gearbox all over the Payerne track.

SWITZERLAND



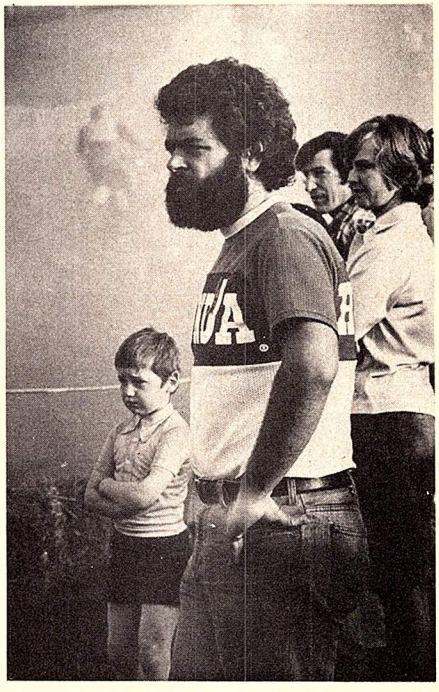
Brad Lackey, one of the pre-race favorites because of his overall win at St. Antonis two weeks before, had chain problems the first moto and lost the big end bearings the second.

and more top riders now in the class, making Brad's sixth place finish last year in the overall final standings much more difficult to improve upon.

KTM has signed Willi Bauer after his so-so last year's ride for Suzuki. They also picked up ex-Yamaha pilot Jaak van Velthoven. The tall, lanky Belgian is fully recovered from last year's injuries and will get plenty of help since his dad is the KTM importer for Belgium.

The CZ team, four Russians, are using gassed front and rear suspension on their rejuvenated works bikes.

The Puch factory is staying with their West German rider Herbert Schmitz while the Italian factory, Beta, has signed former 125cc GP star Gilbert DeRoover of Belgium.



Steve Whitlock is carrying the load for Team Honda in Europe and is getting some moral support from a young Swiss spectator while he's worrying Pierre through the second moto.

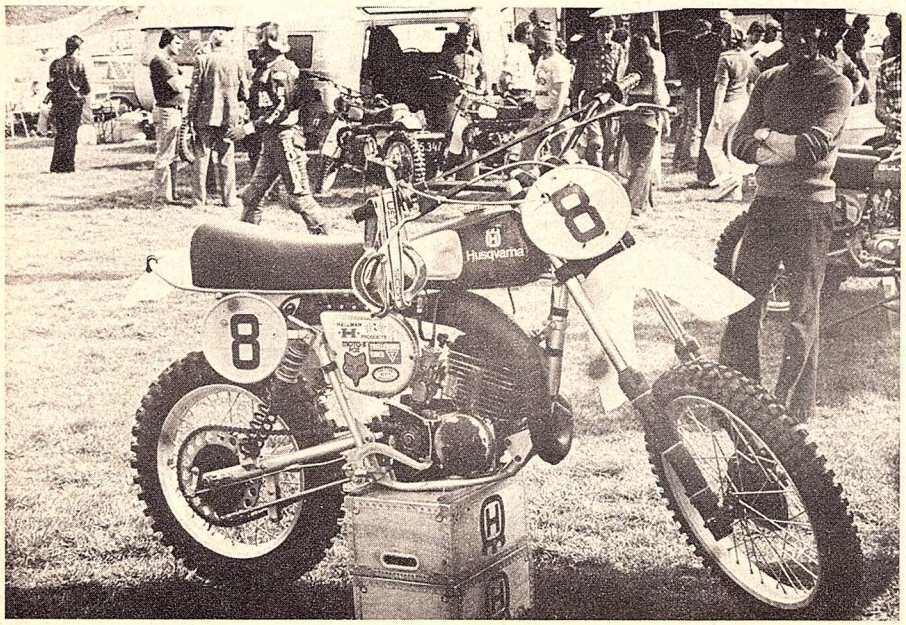
Gerrit Wolsink's two moto sweep earned him a commanding lead in the debut of the 500cc title chase. Wins are all important and his key number is now 11 because the championship will be determined by each rider's best 13 moto finishes.

The British CCM four-stroke effort is being led by British champ Vic Allan who last year rode Bultaco in the 250 class. His teammate is the perennial veteran Vic Eastwood. A knee injury has sidelined another potential team member and four-stroke star, John Banks.

Sunday morning's qualifying was led by the new Honda rocketship with Pierre Karsmakers aboard. His time was a full two seconds better than the second fastest qualifier, Ake

PAYERNE, SWITZERLAND

Young, 37 years, Adolf Weil put together a sixth and a second for a second overall finish on his factory Maico. His tenacity will make him a leading contender for the 500 title.



It's taking some pretty tall bike stands to get the wheels of the GP bikes off the ground. Brad's Husky is sporting a Mikkola up-pipe with a long narrow stinger.

Jonsson on the Maico. A five-second spread separated the first qualifier's time from the tenth's, Arne Lodal of Denmark on a Husqvarna.

FIRST MOTO

The start of the first 40-minute plus two-lap moto found Pierre with his front wheel over the barrier a split second before it dropped. His Honda was first into the flying uphill left-hander with Roger, Gerrit and Adolf right on his rear wheel. Roger and Pierre were going at it hard and started to leave the field behind. The Honda and Suzuki of the two were side by side as they tore up the Payerne course with Pierre ahead by a matter of a couple of feet. Wolsink inherited third spot on the fourth lap when Adolf Weil did a quick getoff. Brad Lackey, who had started in eighth position, had been working his way through the front runners and took over fifth spot only to lose the chain on his Husky, setting him back more ground than he had gained. After several more efforts to keep the chain in place proved to be fruitless, Brad hung it up and made ready for the second moto.

As the leaders were rounding the course on the 12th go-round Pierre had put a lapped rider, Swiss champ Josef Loetscher, between himself and Roger. As Roger swept into a corner to pass underneath, the slower rider didn't give way. The Suzuki star then gassed it to the outside and in doing so was run off the course as Loetscher moved in front of him. Roger crashed heavily, injuring his left arm and half destroying the bike.

With no one between Pierre and himself, Wolsink started his drive and overtook Pierre on lap 14. From then on it was Gerrit's race and he finished a

Cont'd on page 65

Results
500cc World Championship
Payerne, Switzerland

1. Gerrit Wolsink	(1, 1)	SUZ	Holland
2. Adolf Weil	(6, 2)	MAI	West Germany
3. Graham Noyce	(7, 3)	MAI	England
4. Pierre Karsmakers	(2, 23)	HON	U.S.A.
5. Bengt Aberg	(3, 42)	BUL	Sweden
6. Ake Jonsson	(9, 4)	MAI	Sweden
7. Herbert Schmitz	(4, 38)	Puch	West Germany
8. Frans Sigmans	(8, 6)	MAI	Holland
9. Vic Allan	(40, 5)	CCM	England
10. Willi Bauer	(5, 34)	KTM	West Germany
11. Vic Eastwood	(12, 7)	CCM	England
12. Arne Lodal	(10, 9)	HUS	Sweden
13. Gilbert DeRoover	(11, 10)	Beta	Belgium
14. Arne Lindfors	(13, 12)	HUS	Sweden
15. Bochkov Anatoly	(33, 8)	CZ	U.S.S.R.

Opposite page: Pierre Karsmakers and Roger DeCoster were engaged in a classic wheel-to-wheel battle to the delight of the screaming Swiss crowd.

elf
45
20

11
HANSEN
16
POMEROY

second round, 250cc gp BELGIUM

Heikki Mikkola is on his way to becoming the first rider to earn a World Championship in two classes

By David Maltais

Heikki Mikkola is dominating the 250cc World Championships and will be tough to beat if he stays fit.

After two seasons contesting the 500cc World Championships, which saw him finish first and second against the best in the world, Heikki Mikkola has returned to go for the 250cc crown. They call him "The Wolfman," perhaps as much for the Lon Chaney Jr. look in his eyes as for his determined and cunning riding style, this man who Roger DeCoster himself said is a constant threat, regardless of track conditions. And The Wolfman is hungry, hungry to make his new 250 Husky number one, hungry to be the first rider in history to win the World Championship in two classes.

Heikki's new quarter-liter Husqvarna is a much stronger and more reliable mount than last year's model. Suspension changes, and a redesigned pipe, have made it the equal to any bike in the class. More than the bike, however, the competition respects Mikkola's "go for it" style and his fierce physical and mental preparation. It isn't often that he leads at the first corner. Heikki waits until the pack gets sorted out, then picks them off one by one.

Mikkola grabbed the lead in the 250 standings with his smashing victories in the Spanish opening round. His come-from-behind style paid off again at the Belgian Grand Prix, with first and second place finishes strengthening his lead for the title. He'll be a hard man to overtake from here on.

The Belgian course is a weird combination of sand, loam, man-made

Harry Everts, the defending World Champion, is finding Mikkola a formidable foe and would be the favorite to retain the title had not Heikki switched from the 500cc class.

Opposite page: Jim Pomeroy trying to reel in Kawasaki-mounted Torleif Hansen after his first moto getoff.

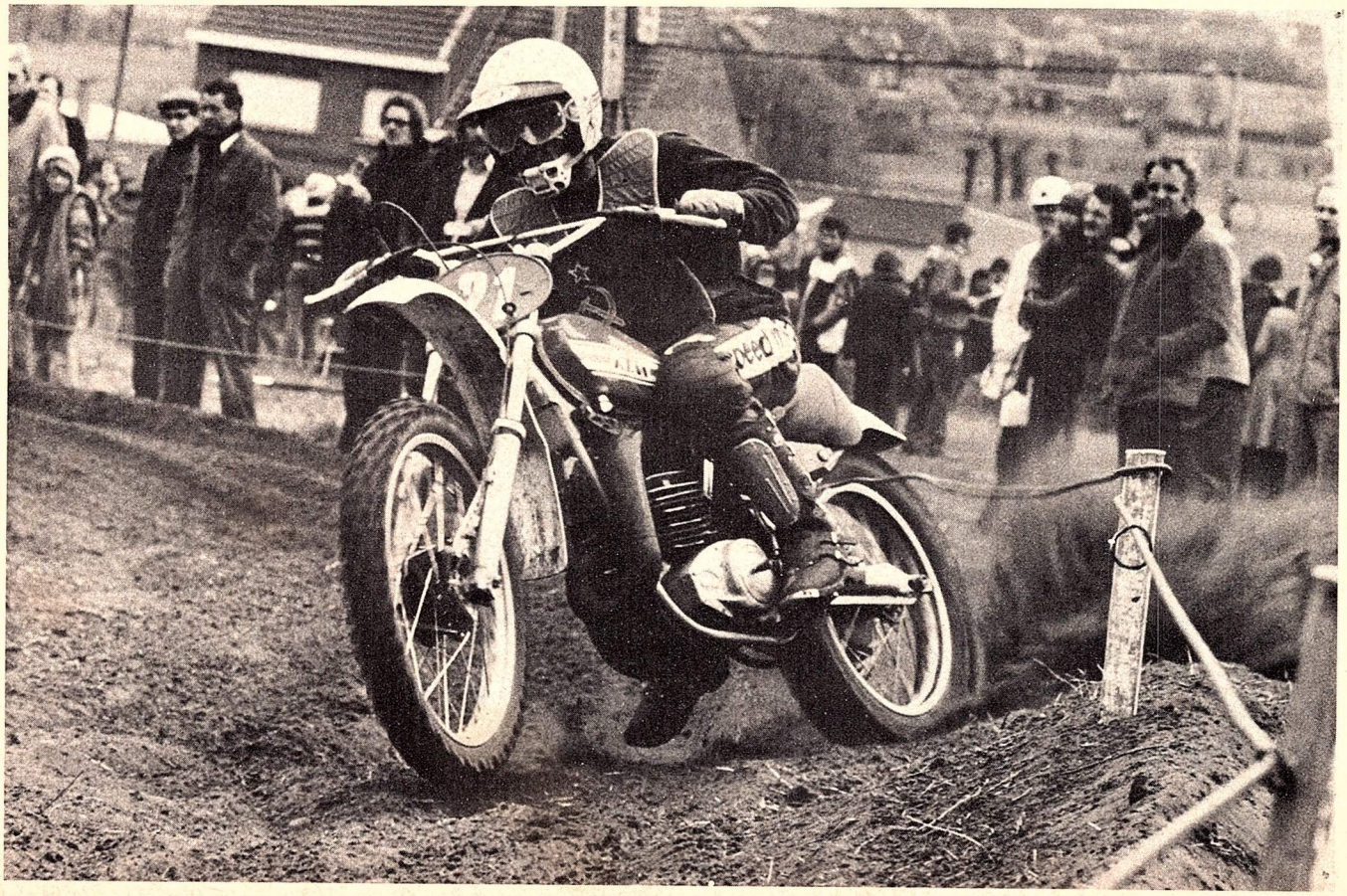
Jim Pomeroy got the holeshot in each moto. In the first a collision with Falta dropped him back but he regained some ground to finish seventh. In the second he's about to be passed by Everts with Mikkola lurking behind.

In the second moto Hakan Andersson got his Montesa in second after the start. After Everts got past and with Mikkola on his rear wheel his rubber-mounted carb fell off. He finished a creditable fourth in the first moto.

In the first moto Heikki closed on Falta and made his move on the final lap of the 40-minute plus two lap moto only to crab his front wheel into a hole, throwing him over the bars. He picked up the still-running Husky to finish in second ten seconds back.

BELGIUM

Vladimir Kavinov is one of the four Russian riders on KTMs. Torleif Hansen was forced into the ropes trying to pass, causing him to crash and hit a tree.



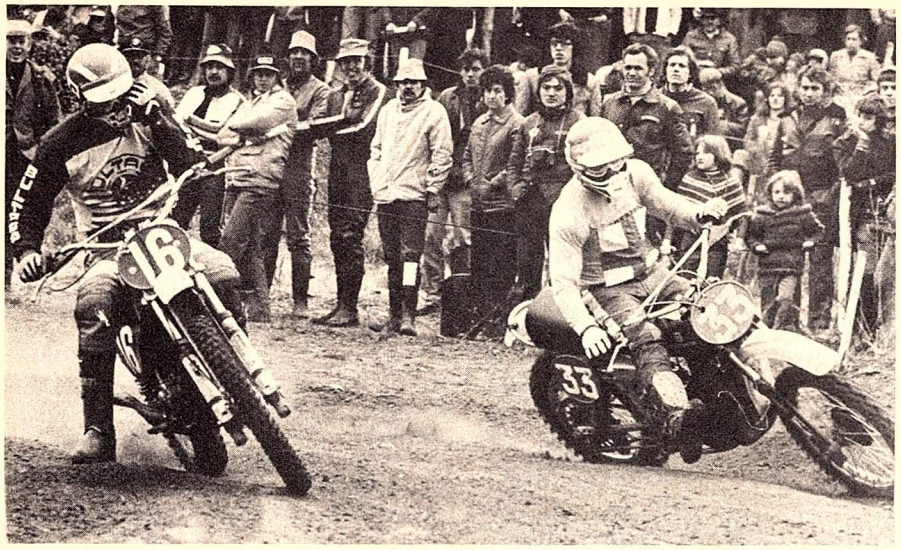
jumps and tight "S" turns. Cold northern winds blew for the entire weekend, providing a fitting background for Mikkola's dominance of the race.

FIRST MOTO

When the gate dropped for the first moto, however, America's Jim Pomeroy shot into the lead, building his margin over the first jump. Falta, Andersson and Everts followed him, with Heikki stuck back in the middle of the pack. Belgium's Raymond Boven crashed his Montesa hard off the first jump. Yamaha-mounted Gerard Rond from Holland hit Boven's bike, smashing the fiberglass tank, but was able to remount and get into the race. Boven was not so lucky, suffering a bruised shoulder and collarbone, he was carried off the track.

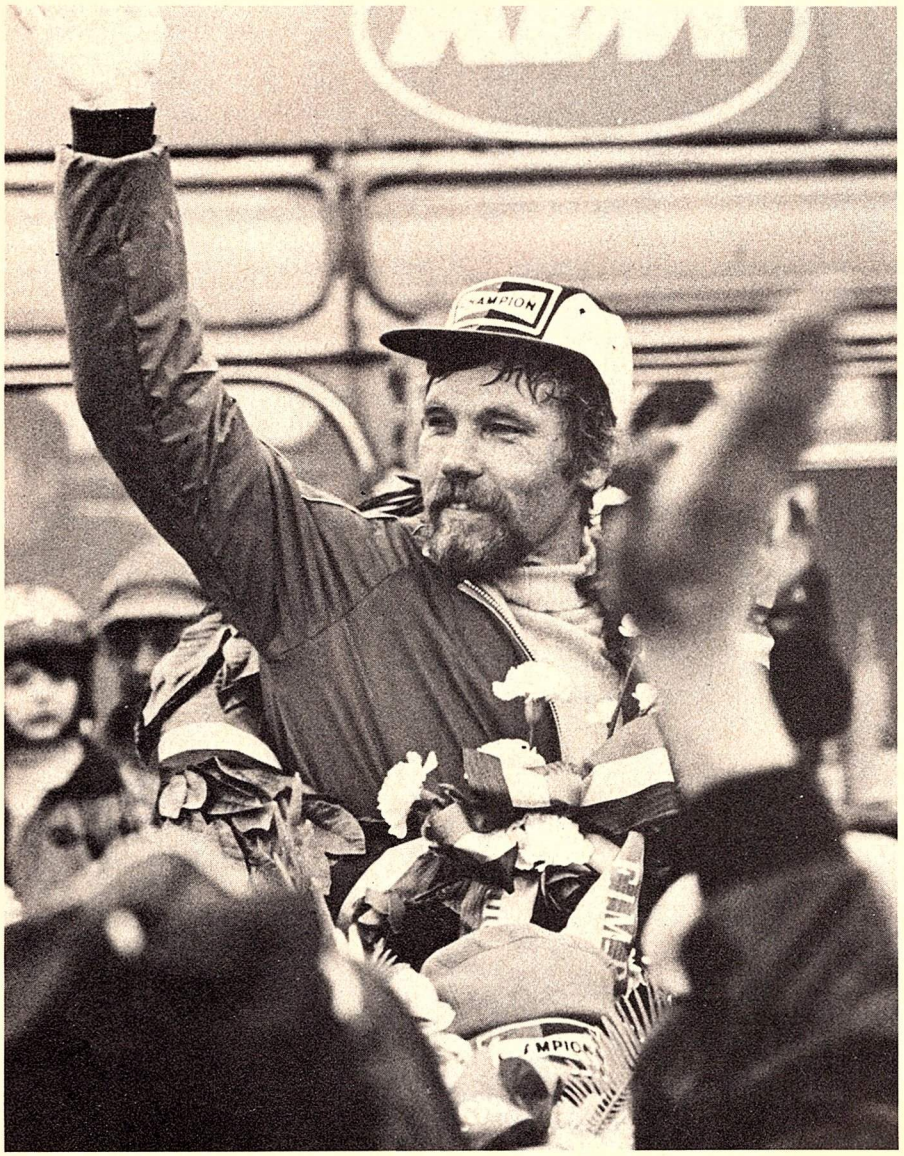
Pomeroy held the lead for five laps with Falta closing on him determinedly. On the sixth lap they entered a corner side by side, with Jim holding the outside line. The resulting collision threw Jim and his Bultaco off the track. Pomeroy started the stalled Bul and returned to the race, but the delay was enough to drop him to seventh.

Torleif Hansen went out on lap eight while attempting to pass Kavinov (KTM). The Russian rider blocked Hansen, forcing him off the course where he crashed his Kaw into a tree. Many-time former World Champ Joel



In the second moto Heikki took Pomeroy on the outside and then set after Everts to finally pass him on the next to last lap.

BELGIUM



The Flying Finn is more at ease than I've seen him in quite a while. His 27-point lead after two events is one of the reasons.

Robert, now riding for Puch, had moved up from 14th to ninth when a similar collision with Baborovsky hurt his elbow and forced him to slack off, though he still finished in the top ten.

Falta, still in the lead, was doing everything possible to hold off the rapidly gaining Mikkola, but Heikki steadily reeled him in. On the next to the last lap Heikki made his move, attempting a pass on the soft inside of a sandy left-hand turn. Mikkola's front wheel crabbed, sending him over the handlebars, but he restarted quickly, finishing a mere ten seconds behind Falta at the flag.

SECOND MOTO

The second race start was a mirror image of the first, with Pomeroy once again grabbing the holeshot. Andersson, Everts and Mikkola followed Jim into the first turn, with Everts passing Andersson on the second lap. Four laps later Harry scooted his Puch past Pomeroy to take over the lead. Soon Mikkola passed Jim, and, with Andersson out because of carburetor problems, Heikki took off after the leader. Everts and Mikkola put on a fine show. Pushing his Husky deeper and deeper into the corner, Heikki would close on Everts only to lose ground again to the seemingly quicker Puch as they exited the turns. Once he got by, however, Mikkola had clear track in front of him and pushed for a seven-second lead at the finish.

Mikkola is now well out in front in Championship points, with 57. Everts, with 30 points, is a distant second, followed closely by Pomeroy with 28. A lot of potent machinery and a number of super-talented riders still stand between Heikki and his first 250cc World Championship. Mikkola has the lead in his hands now, however, and taking that bone away from *this* Wolf will be a risky and difficult job, indeed.

Results
Round Two, 250cc World Championship
Betekom, Belgium

First Moto

1. Jaroslav Falta	CZ	Czech.
2. Heikki Mikkola	Husqvarna	Finland
3. Harry Everts	Puch	Belgium
4. Hakan Andersson	Montesa	Sweden
5. Hans Maisch	Maico	W. Germany
6. Antonin Baborovsky	CZ	Czech.
7. Jim Pomeroy	Bultaco	U.S.A.
8. Vladimir Kavinov	KTM	U.S.S.R.
9. Joel Robert	Puch	Belgium
10. Daniel Pean	Maico	France

Second Moto

1. Heikki Mikkola	Husqvarna	Finland
2. Harry Everts	Puch	Belgium
3. Hans Maisch	Maico	W. Germany
4. Jim Pomeroy	Bultaco	U.S.A.
5. Jaroslav Falta	CZ	Czech.
6. Joel Robert	Puch	Belgium
7. Vladimir Kavinov	KTM	U.S.S.R.
8. Daniel Pean	Maico	France
9. Antonin Baborovsky	CZ	Czech.
10. Rolf Dieffenbach	Maico	W. Germany

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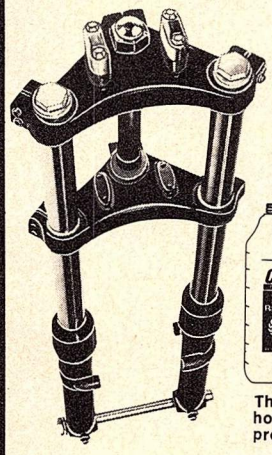

Fork legs, (29-, 30-, or 31-inch) **$125.95**
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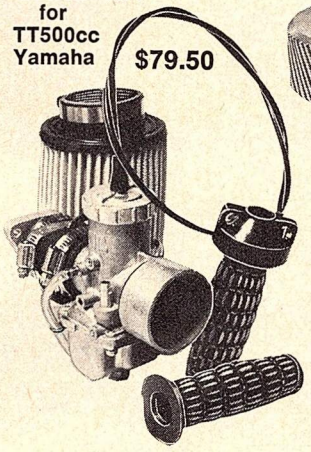
$79.50



Dyno-tuned and quick-jetted, ready to bolt on.

Kit consists of: 38mm pre-jetted Mikuni Carb, intake manifold, K&N air cleaner, manifold hose, two clamps, quick-action throttle, throttle cable, and two handlebar grips.

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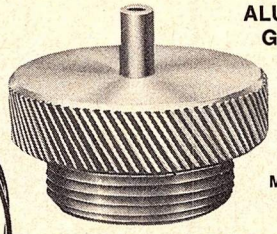

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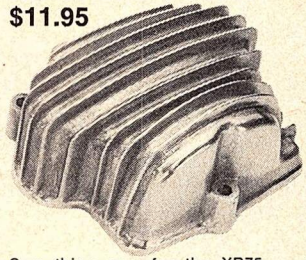

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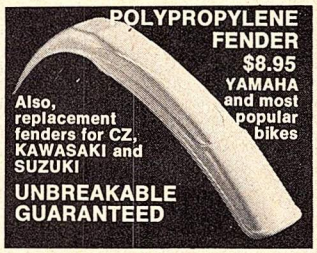

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Mark Charles' Platform Stand uses the "pole vault" principle to roll (not lift) the bike into position. As bike rolls off, the swing loop doesn't slam down but remains at a 27° angle, ready for the next use. The entire concept is terrific, you must see it work to really appreciate its convenience.

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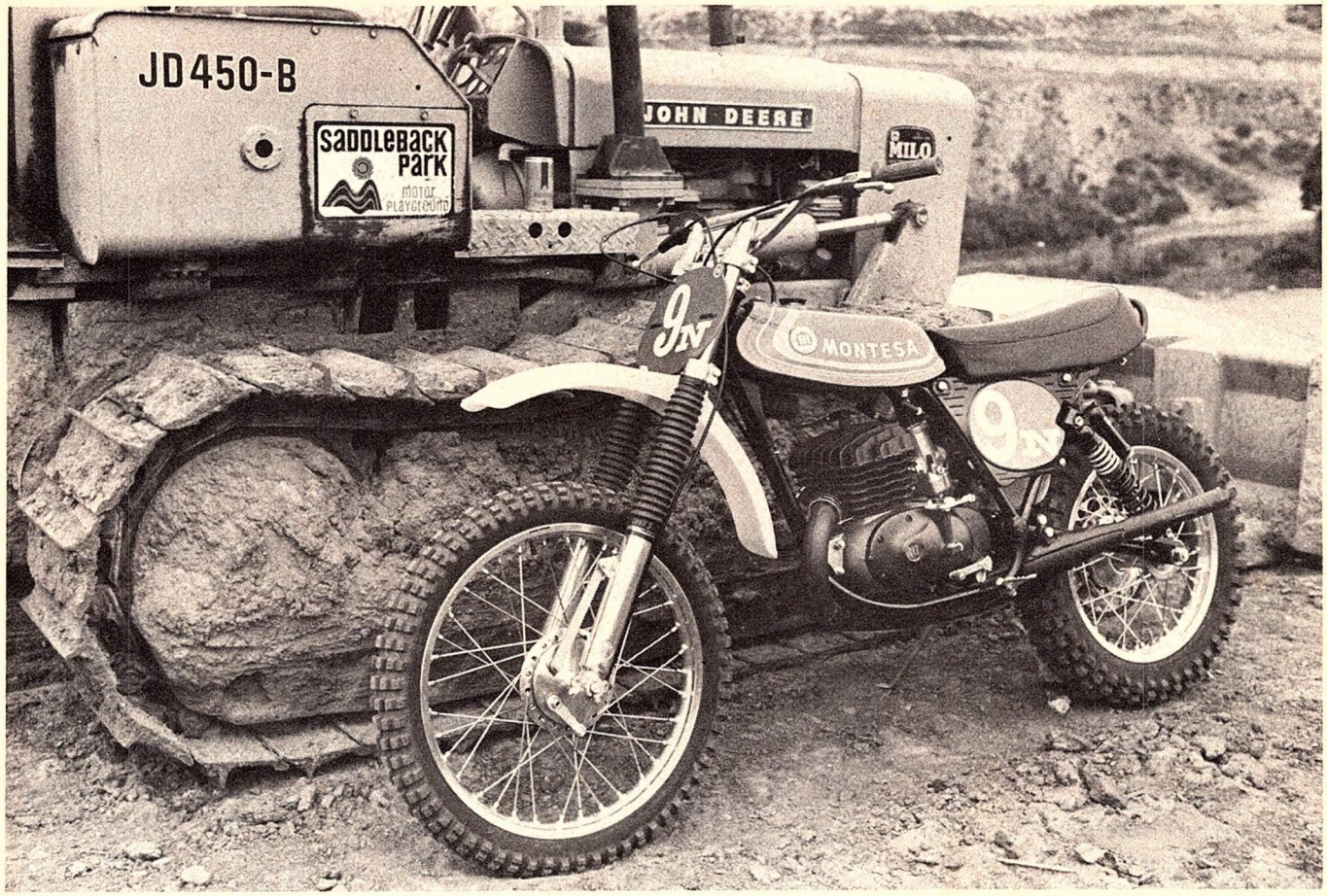


QUALITY AND PERFORMANCE ARE THE TWO MOST IMPORTANT FACTORS IN THE VA RACING PACKAGE

Given the unlikely possibility that every new-model 250 was on the starting line of a race and all the riders were equal in ability and composition, two of them would predictably be backing into the first turn, side by side in the lead at the start: the guy on the Can-Am of course, and the guy riding the hot new Montesa 250 VA.

Montesa's motocrossers for 1976 include a very fast 125 six-speed and a new, incredibly smooth 360, but the top of the line is still their highly refined 250, the VA. The product of years of development and grand prix testing, this potent long-travel model represents the peak of Montesa's engineering achievements in motocross. It'll blow your socks off!!

The first time you give the throttle a solid punch in second gear and leave it on to see what's going to happen, you'll become a believer. The fantastic, ripple-finned 246cc powerplant comes on like a windstorm propelling you forward at a smooth, but amazing pace. A mechanically solid, beautifully spaced five-speed transmission passes the baton up through the gears with a precise, rapid progression that will quickly develop the natural rhythm in any rider on any track.

The chassis, which this year has a new steering head angle, eight-inch travel front forks and laid-down gas shocks, is set up perfectly for the fast rider. The gaiter-booted forks carry soft, slinky springs that cradle you into the bumps like a mother kangaroo. Spot-on progressive valving in the Betor tubes sop up the jolts like dropping a rock into warm honey and provide for a quick return action to ready the suspension for the next hit.

The end mounted front axle tends to twist a bit under severe side load, so the VA rider who likes to stick his front wheel in holes going around fast turns is advised to beware or be square.

The aircraft chrome moly, single downtube frame and swingarm keep the wobs down to a minimum. A rider can staple his VA to a line and hold it without being tossed about by a flexing chassis.

Timkin steering bearings and bronze swingarm bushings running in a captive oil bath give the VA a solid composure that doesn't break down in the long moto. We cannot overstress how

MONTESA 250VA

race test

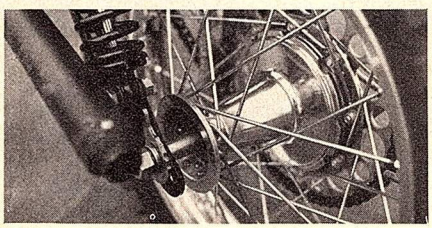
MONTESA 250VA

important it is that a race bike have a strong, rigid frame and suspension components. The best forks and shocks in the world won't make a bit of difference on a bike with a weak frame. This should be a prime consideration when choosing a new machine.

Weight distribution on the VA chassis is excellent. The bike is easy to control and transmits a balanced, neutral feeling to the rider. Subtle body movements at speed produce equally subtle refinements in the bike's attitude. More radical movements on the part of the rider will produce equally radical results. Wheelie expert Pete Maly did giant, forever wheelies on our test machine reciting The Lord's Prayer in sign language before commenting on the VA's superb balance.

With its new steering geometry, the VA's front end takes as big a bite as you care to go for. With the proper tires, dragging the levers through the turns is not outside the Montesa's range.

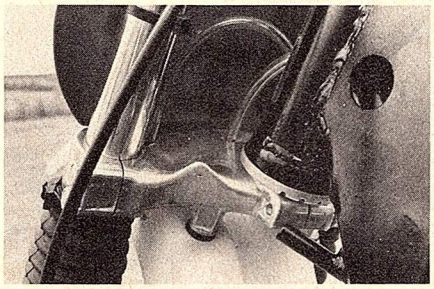
We say "with the proper tires" because the Pirelli Motocross knobbies that come stock on the VA are the biggest single drawback to its handling package. They have flimsy, two-ply casings that squirm observably under acceleration, hard braking and radical



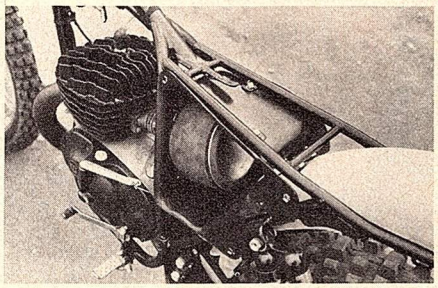
Wheel assemblies are strong and reliable but rear hub is lightly mounted and its brake is too sensitive.

cornering. Gassing it out of a slippery turn makes you feel like you're riding knees-out on a bongo board. Our test riders got completely sideways on Saddleback's starting hill more than once. Tires, for the most part, are your only connection to the ground and, in the case of a high-performance machine like the Montesa, a sturdy set of quality tires can make all the difference in the world.

As one rider put it, "You'd have to be five-foot-four, weigh 240 pounds and have an ass three feet long to ride it that way!" He was referring to the rear shocks on the VA. The secondary springs — those are the big ones on a dual rate spring assembly — are way too stiff. You can replace them with Boge-Mulholland 110s or 120s. They fit but don't offer the plush ride of a dialed

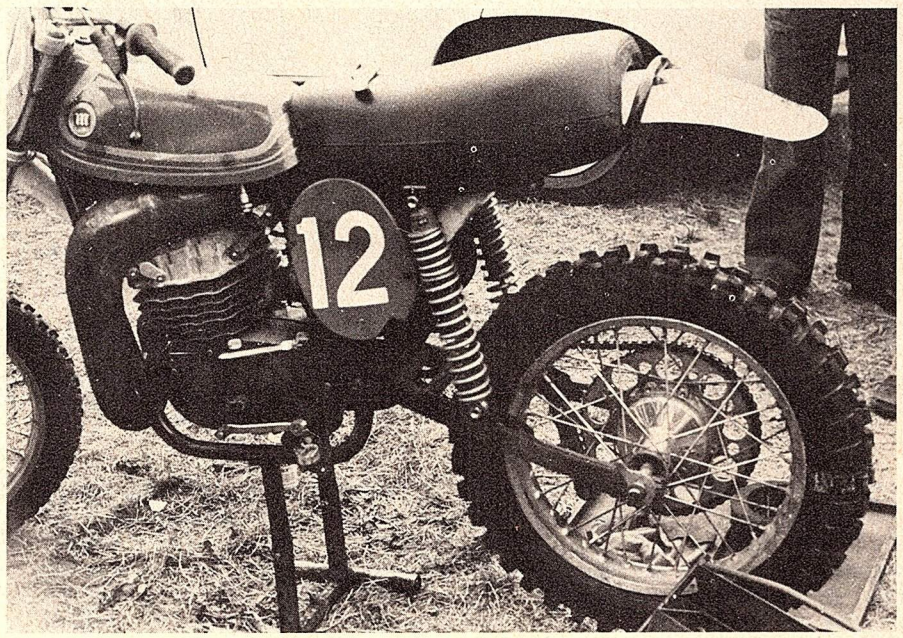


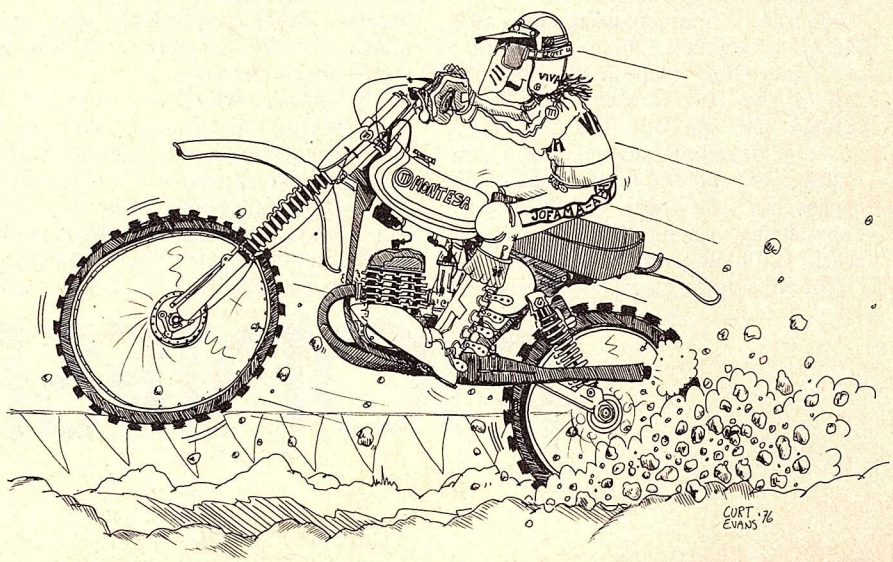
Fork boot vent tubes are trick, steering stop is tacky.



New air box does a superb job. Components this year are plastic.

Hakan Andersson's GP Montesa; trick swingarm, shocks, up-pipe and a special seat is all that's different.





dual rate setup. Furthermore, the return damping rate of the gas Betor shock absorbers is much too slow. Therefore, without the heavy springs, the shocks will tend to pack up over a series of bumps. It is therefore highly recommended that the stock shocks be replaced, unless you *do* weigh 240 and have an ass three feet long. (See box for hot set-up info.)

Montesa's accouterments, all the doodads the owner must live with and maintain, are the full-on, grand prix items. Heavy-duty, chrome moly handlebars are of adequate length, well clamped, and incorporate a small tab that centers and positions the bars automatically each time you put them on. A well designed, fully enclosed air box and trick flares on the rear mud guard keep the two-stage, foam filter surprisingly clean. And, are you ready for this? No more fiberglass! Highly vulnerable fenders, seat base, side covers and air box are made of 100-percent inorganic plastic. The lightweight, 6.5-liter fuel tank is still made of fiberglass, but it is as puncture-resistant as aluminum and quite acceptable.

Innovative features on the Montesa include fork boot vent tubes which are anchored in a specially drilled lower triple clamp, and unique fuel petcocks that are turned on and off by manipulating little balls inside chambered rubber tubes mounted on the fuel lines. This little touch offers a great improvement over standard fuel petcocks in that you can't accidentally shut them off with your knees. There is no truth, however, to the rumor that Montesa made them that way just so they could instruct you in the owner's manual to squeeze your balls before starting the engine.

In a similar light, Montesa has announced they will upgrade their motocross bikes on a yearly basis and designate next year's new model the "VB." We can't help but wonder if the Spanish firm will stay with the yearly alphabetical change to designate the 1979 new model.

A few sore spots on the VA are its alloy footpegs which are not cleated and offer no openings to allow mud to drain through. On a wet day these pegs could be a real problem. The rear brake pedal has no adjustment and, although our test riders had no complaint about its position, if you wish to reposition it to your own tastes, you're left to your own wits as to how to do it.

Although the lightweight Dural hubs, excellent spokes and spoke nipples and new Akront shoulderless rims make for really strong and dependable wheels, we noticed an imbalance between the front and the rear brakes. The rear brake was much

Continued

FIVE STEPS TO DIALING YOUR VA

Wheelsmith Motorcycles of Santa Ana, California, long-time sponsor of national star Gaylon Mosier, is doing extensive testing and research on the new Montesa models. Each week they race their VAs in highly competitive local CMC events, and have come up with several suggestions for putting your new Montesa in top shape.

1. Replace the tires. Greg Smith, chief engineer for Wheelsmith, considers this change to offer the most dramatic improvement. He recommends Metzeler.

2. Replace the shock absorbers. WM is using Boge-Mulholland LTGs and Monroes. They found 13.5 inches to be the optimum shock length for the VA.

3. Detune the rear brake. Wheelsmith chamfers about 40 percent of the rear brake shoes to decrease their tendency to lock up the rear wheel. If the front brake feels spongy as ours did, they recommend arcing the shoes to make perfect contact with the drum.

4. Build up the seat. Smith doesn't like any sopranos on his racing team.

5. Replace the pegs. Saw teeth will hold a boot through anything.

6. That's all. Smith considers the VA to be the most ready-to-race motocrosser your money can buy.

In addition to the above items and services, Wheelsmith offers a complete line of accessories and services for Maico and Montesa motorcycles including up-pipes for both brands. Wheelsmith Motorcycles is one of the most respected shops in Southern California and they're always ready to offer you assistance and guidance with your bike problems. You can call them at (714) 839-0150 or write:
Wheelsmith Motorcycles,
3641 W. McFadden,
Santa Ana, California 92704.

MONTESA 250VA

SPECIFICATIONS

Make	Montesa
Model	250VA
Country of Manufacture	Spain
Retail Price	$1560

ENGINE

Type	Air-cooled, two-stroke
Bore and Stroke	70x64mm
Displacement	246.3cc
Compression Ratio	12:1
Cylinder	Iron sleeve, four-port
Ignition	Motoplat electronic
Lubrication	Pre-mix
Air Filter	Two-stage, oiled foam
Carburetion	Bing 34mm

TRANSMISSION

Type	Five-speed, constant mesh
Ratios	1.846, 1.466, 1.176, 0.947, 0.800
Primary	Gear
Ratio	2.23
Drive	5/8-inch chain

SUSPENSION

Front	Spring/hydraulic
Rear	Dual spring/pressurized hydraulic
Travel	8.0 inches front, 6.8 inches rear

DIMENSIONS

Wheelbase	56.0 inches
Ground Clearance	11.0 inches
Track Weight	224 pounds
Weight Bias	56-percent rear

CAPACITIES

Fuel	1.7 gallons
Transmission	330 cc
Primary	300 cc
Forks	195 cc

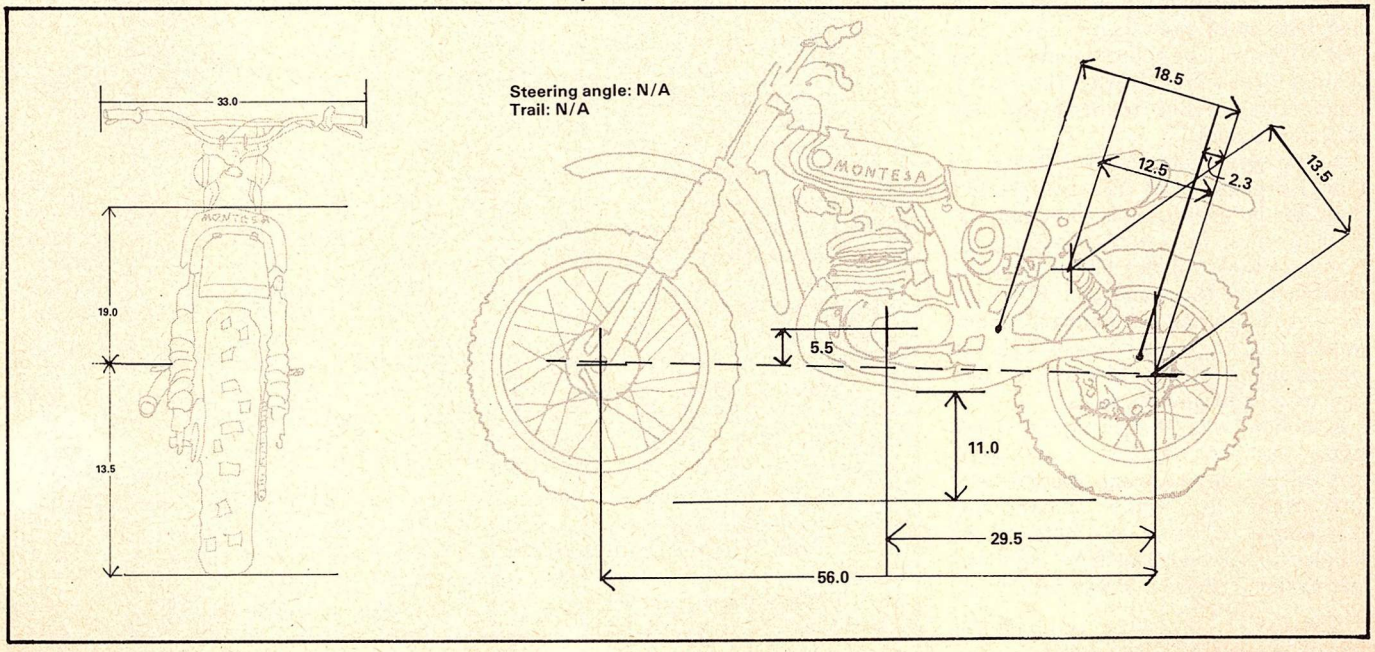
too sensitive and the front brake had a spongy feel. This was very distracting when trying to brake precisely in the heat of competition, and the situation should be dealt with.

Except for a few items, like the pegs and the tires, we were greatly impressed with the quality of the Montesa. It is a well put together machine. The craftsmanship and attention to detail that went into building the VA show in the clean, functional lines of its frame and the mechanical smoothness of its compact powerplant. The engine has been reported as highly reliable and the life expectancy of the VA could go well beyond one or two seasons. The only signs of lax quality control found on our test bike were some slightly undercut welds around the steering head and pipe mount and very tacky fork stops.

One major complaint from all our test riders was about the way the seat blends into the fuel tank. It doesn't. The seat padding ends abruptly about two inches below the hump of the tank which offers a fairly formidable obstacle for any part of your anatomy that tends to come in contact with it. The Montesa owner's manual should instruct you to squeeze your balls *after* a hard race to make sure they're still there.

Seriously, the two most important factors you should consider when purchasing a new race machine are quality and performance. The 1976 Montesa 250 VA, despite a few easily remedied shortcomings, has more of these two properties than most other motorcycles on the market today. If, after careful consideration of all the new 250 racers available to you, you choose to purchase the VA, you can rest absolutely assured that you have made the right decision.

Balance is perfect.



Weil wins while DeCoster finally gets on the scoreboard with a moto win

round two, 500cc gp

FRANCE

By David Maltais

Come next Christmas Adolf Weil will be 38 years old. 38? A bit long in the tooth, the pundits claimed, for the brutal world of championship motocross. Prophecy, however, be it in the local weather forecast or in the pre-race bull session, combines wishful thinking with conservative guesswork. Neither wishing nor caution had any place on the rough and rocky Grand Prix de France course. "Old" Adolf flat blew their doors off again.

The southern France track, about 20 kilometers east of Avignon, is a monument to non-maintenance. Years of knobbies have reduced it to a single concrete-hard "blue goove" winding its way through assorted boulders and similar unpleasantness. Fast racing is, by nature of the track, single file most of the time. Passing is often a teeth-gritted, big-eyed excursion onto the Wilderland.

Practice on Saturday revealed another hazard. With the lack of track preparation came dust. DUST. Real riding-in-a-tunnel, trying to see your front wheel, grit clouds of the stuff. This, coupled with the rocks, the narrow groove and the powdered concrete lowside-special corners, created a track that would surely have made the Marquis de Sade a motocross fan.

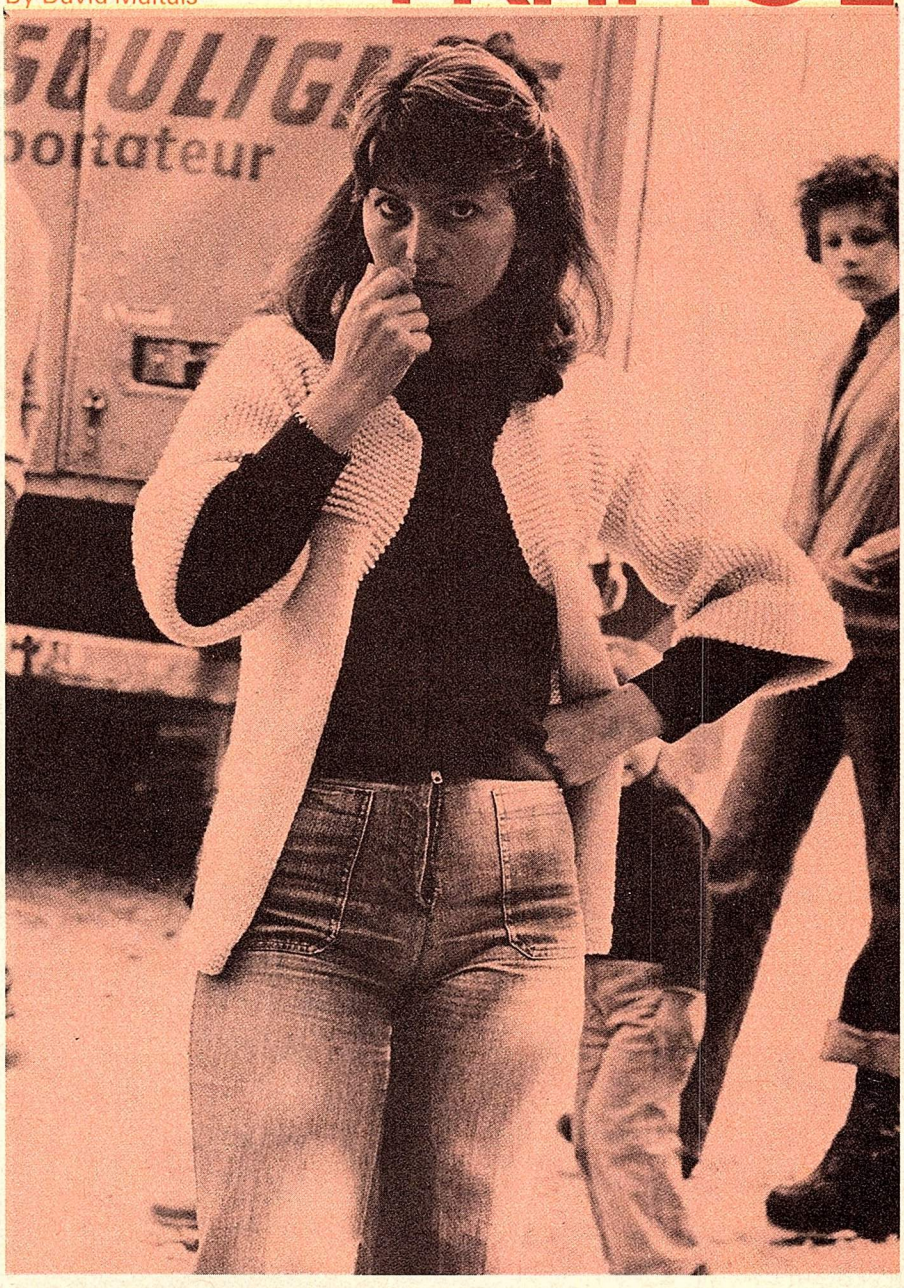
Frenchman Daniel Pean, Maico-mounted, posted fastest official qualifying time on Sunday morning with a 2.40.2, evidencing his familiarity with the course. Britain's 19-year-old wonderkid, Graham Noyce, clocked second fastest on his factory Maico. Roger qualified third, with 2.04.3, followed by Adolf, Puch's Herbert Schmitz, Bauer, Jonsson, Lackey, Khudiakov on a CZ, and Angiolini.

FIRST MOTO

When the gate dropped for the first moto Weil took off. With his Maico skittering and hopping like a methedrine sand crab, he beat everyone to the first corner, followed closely by Wolsink, Schmitz and Noyce. DeCoster, after a first corner bump left him back in 12th, moved rapidly through the pack, caroming off into the rough stuff, passing where many wouldn't even ride. He finally moved up to take Karsmakers when Pierre bobbled momentarily in a tight turn, and then closed on Bauer. Willi kept his head and his position, as Roger was unable to get by.

Brad got a bad start, and likely had time to remember California's desert as the dust held him back in a no-points 12th place.

Continued



The open class KTM and Willi Bauer are adapting to each other pretty well. He's currently running tenth in the standings after two rounds and without problems is usually running in the first five.

FRANCE

Dust made the French GP a very dangerous event and riding visibility was reduced to zero on many parts of the track.

Bengt Aberg was dropped to tenth by a flat tire, and Ake killed his engine in a corner, dropping back to finish 11th.

Adolf took the win, leading the entire moto. His track savvy was masterful and his Maico didn't miss a beat. Gerrit hounded him throughout the moto, finishing just six seconds behind Weil after losing his rear seat mount bolts and hassling with a kinked and grabbing front brake cable.

Herbert Schmitz and Graham Noyce diced hard, colliding twice while racing. Noyce went out after a mid-air collision with Schmitz put him off his Maico and into the rocks, bashing his knee. Schmitz finished, with a bent left fork to show for his efforts.

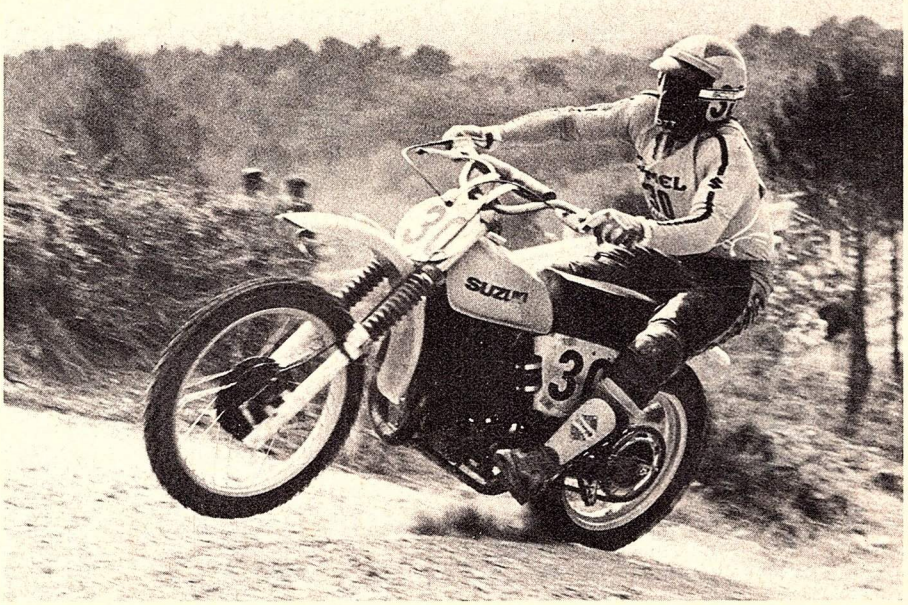
SECOND MOTO

Roger had the start wired by the second moto and led the pack into the first turn. Adolf pressed him closely at the beginning, but as DeCoster upped the pace Weil dropped back, finishing a full 17 seconds behind Roger's total time of 44.31.5.

A bad first lap pile-up affected everyone but the first six riders. A

Continued

Gerrit hugged his loose seat between his knees during most of the first moto when the seat bolts came out. A kinked brake cable and a pingy engine also slowed him enough to finish six seconds back of Adolf.



Opposite page: Adolf Weil Maicoing his way to a Grand Prix win.

10

FRANCE

Bengt Aberg's Bul lost the air in the front tire, causing his solid fourth position for most of the first moto to diminish to tenth by the finish.

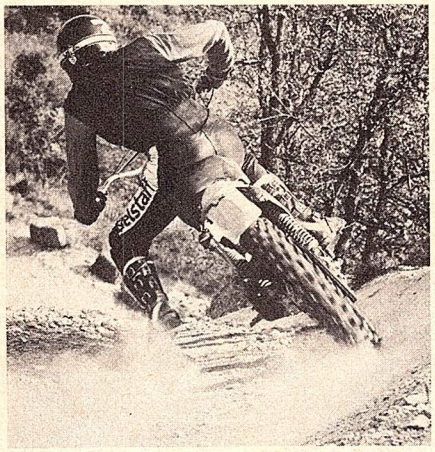
Puch's Herbert Schmitz is making a strong showing running a wire-to-wire third in the first moto. The second moto pile-up slowed him in the second but he is emerging as one of the stars in the class.

Pierre and Roger played follow the leader through the pack in the first moto until the twelfth lap when Roger took the lead till they ended fifth and sixth respectively. The second moto found Pierre's frame breaking apart at the front moto mounts, dropping him to 23rd at the flag.

rider went down in a blind corner after a sharp drop-off. Lackey, bad luck still following him, hit the rider and went down, just barely making it to the edge of the track before the remainder of the pack plowed into his Husky, bending his right Hulco shock and ripping his throttle cable apart. Noyce was knocked, bike and all, over a cliff. Amazingly he survived the crash, got back on the track and into the race. The remainder of the riders domino-piled and the leaders were long gone before the resulting tangle could be straightened out.

Wolsink's finishes, a second and a fourth, strengthened his lead in the world title chase, giving him a total of 50 points. It now remains to be seen if he can hold off a charging Roger DeCoster, hungry for his fifth world title.

And, of course, there's Adolf. The win in France surprised a lot of people. Can he keep it up, is he eager enough and strong enough to compete with the likes of Wolsink and DeCoster for the entire series? There are still ten Sundays, each with its own answer to the questions. At this point, however, it would be foolish to count the Silver Fox out.



England's new star, Graham Noyce, qualified his Maico second fastest but had a rough day of racing. He had a couple of collisions with Puch star Herbert Schmitz, causing him to get off and bash his knee in the first moto, and then was knocked over a cliff in the second; however, he remounted to finish.

Results
Round Two, 500cc World Championship
Pernes-les-Fontaines, France

First Moto

1.	Adolf Weil	Maico	West Germany
2.	Gerrit Wolsink	Suzuki	Holland
3.	Herbert Schmitz	Puch	West Germany
4.	Willi Bauer	KTM	West Germany
5.	Roger DeCoster	Suzuki	Belgium
6.	Pierre Karsmakers	Honda	U.S.A.
7.	Vic Allan	CCM	England
8.	Alberto Angiolini	Maico	Italy
9.	Vladimir Khudiakov	CZ	U.S.S.R.
10.	Bengt Aberg	Bultaco	Sweden
11.	Ake Jonsson	Maico	Sweden
12.	Brad Lackey	Husqvarna	U.S.A.

Second Moto

1.	Roger DeCoster	Suzuki	Belgium
2.	Adolf Weil	Maico	West Germany
3.	Ake Jonsson	Maico	Sweden
4.	Gerrit Wolsink	Suzuki	Holland
5.	Bengt Aberg	Bultaco	Sweden
6.	Daniel Pean	Maico	France
7.	Jaak van Velthoven	KTM	Belgium
8.	Alberto Angiolini	Maico	Italy
9.	Christer Hammargren	Kawasaki	Sweden
10.	Arne Lindfors	Husqvarna	Sweden
23.	Pierre Karsmakers	Honda	U.S.A.
25.	Willi Bauer	KTM	West Germany
26.	Herbert Schmitz	Puch	West Germany
31.	Graham Noyce	Maico	England

Standings after Round Two

1.	Wolsink	50 pts.
2.	Weil	44 pts.
3.	DeCoster	21 pts.
4.	Jonsson	20 pts.
5.	Schmitz	18 pts.
6.	Karsmakers	17 pts.
7.	Aberg	17 pts.
8.	Allan	10 pts.
9.	Sigmans	8 pts.
10.	Bauer	8 pts.

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Bell Super Mag – $47.00	Bell Moto Star	$58.00	

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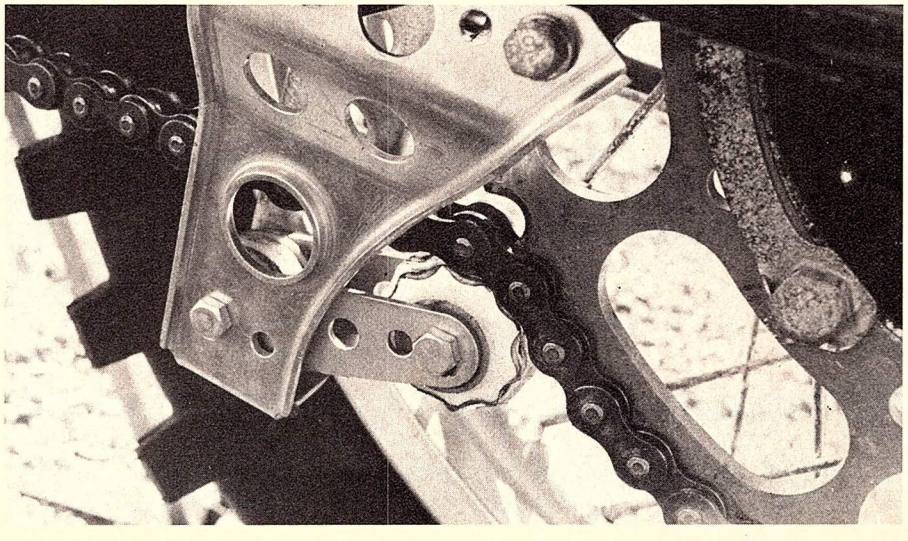
sneak peek

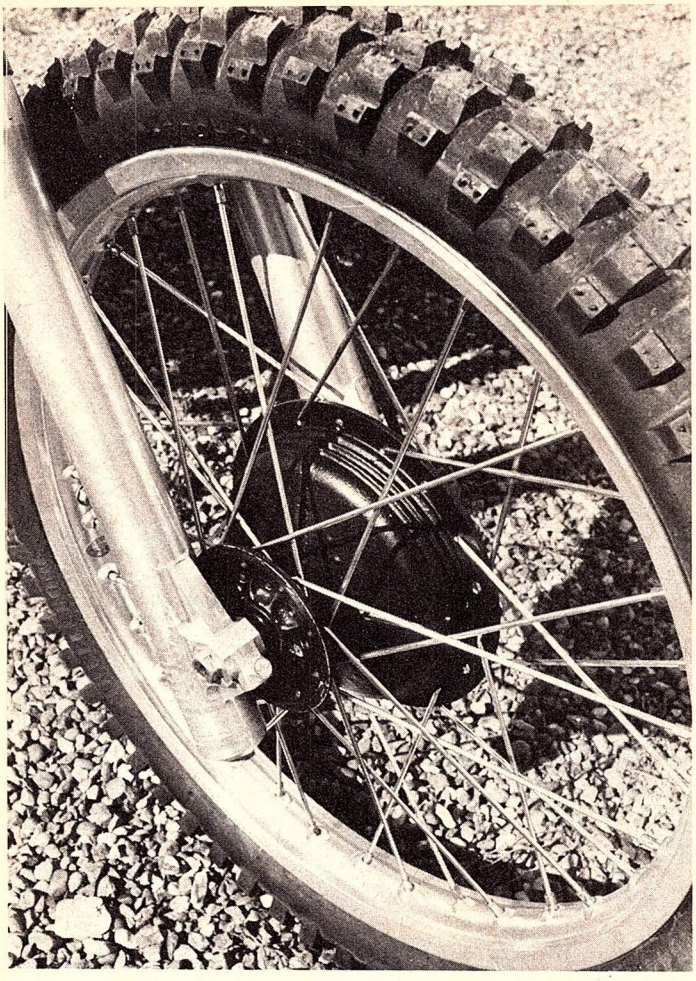
YAMAHA UPDATES ITS FACTORY RACERS

A CLOSE LOOK AT THE NEW WORKS YZs

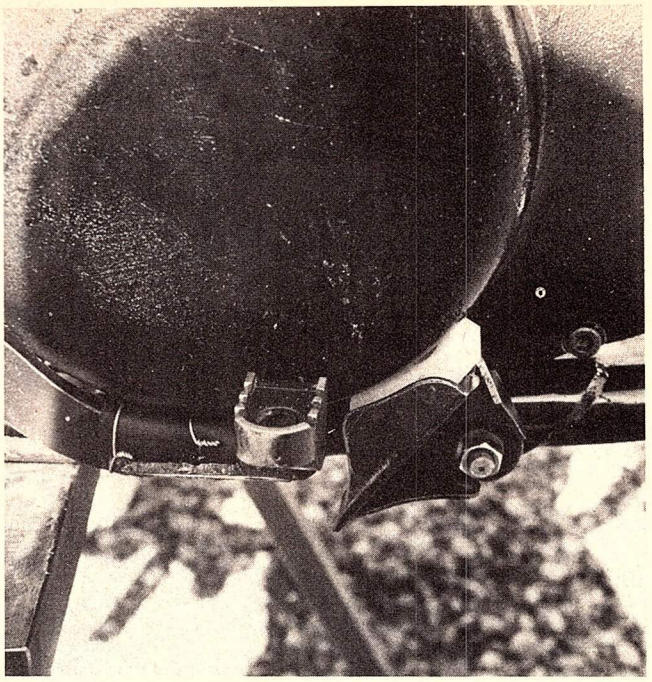
ALMOST READY — This new 400cc (or so) open class Yamaha will make its debut, with fenders, at the opening round of the 500cc AMA National Championship series at Mexico, New York.



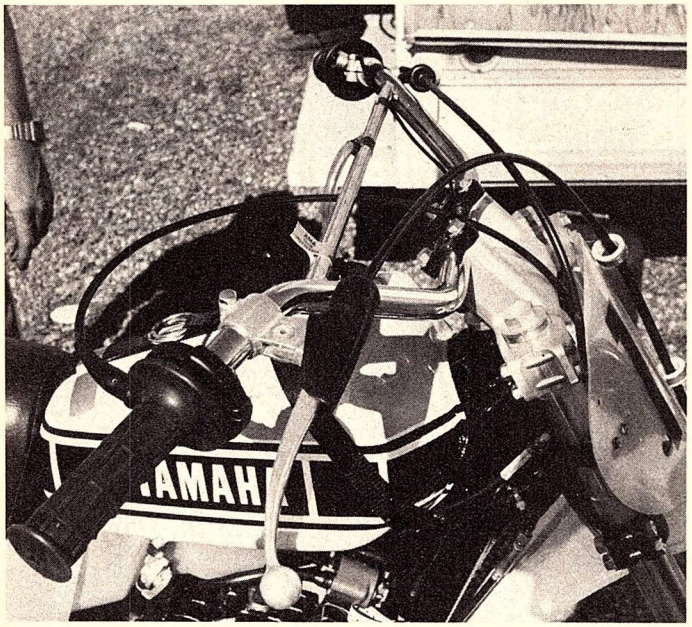
Nine-inch-travel monoshock unit requires something to keep the chain on. Yamaha uses a steel chain guide bolted to the swingarm and a spring loaded, nylon roller that runs up against the rear sprocket. This looks like it could very well be a production item to appear sooner or later on showroom YZs.



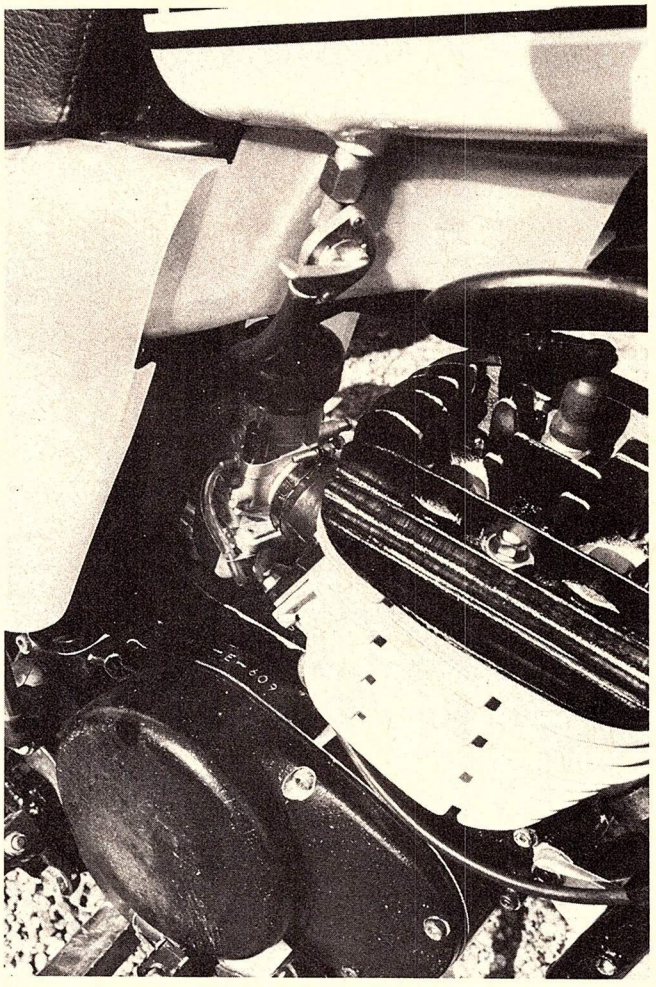
Front hub is larger for more brake contact area and shorter, stronger spokes. Leading axle is standard on almost every factory bike in the business.



Rear brake pedal is protected from being bent back in the event of a fall or tangle with another bike by a steel piece bolted to the frame.



Trick fork crown and radical handlebar angle position the rider's hands and arms closer to the center of the bike where they are less inclined to become fatigued, since they are more isolated from the shock of the front wheel hitting the bumps.



Large-bore Mikuni carburetor and intake manifold are offset to the left to provide room for a large-capacity air cleaner. Air scoops to the rear of the fuel petcock and above the spark plug direct air to the intake.

250 ama national championship

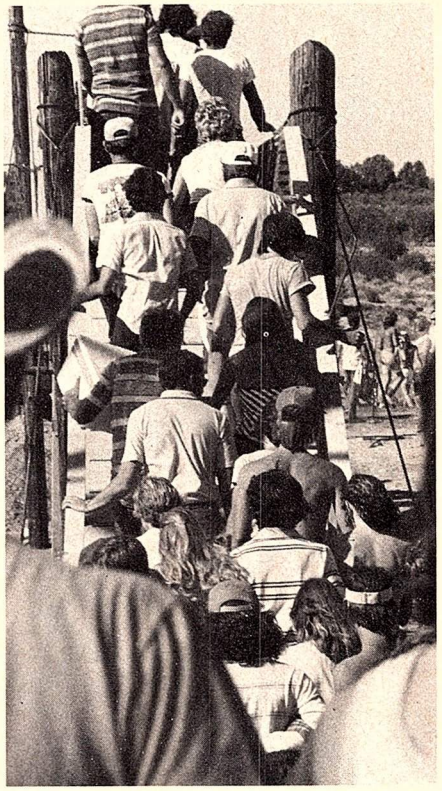
PHOENIX FASTRACK

A day when The Jammer could do no wrong

By Paul Boudreau

Rich Eierstedt (94) puts the awesome power of his new reed valve Honda RC250 to work grabbing the holeshot in the first moto. Eventual winner Weinert (4) is second.

The Jammer gives it a click mid-turn.



A crowd of 6000 filed in to watch the boys do their thing.

Gaylon Mosier showed a rare spark of his talent and clung to the speeding Weinert for most of the second moto.

Honda factory rider Tommy Croft overcame missing practice and the first moto to finish fourth in the final event.

In the second round of AMA 250cc National Championship competition at Fastrack International in Phoenix, Arizona, Team Kawasaki's Jimmy Weinert literally wheelied away with both motos to take the point lead in the series.

Weinert, originally from the state of New York, took the lead from Honda veteran Rich Eierstedt early in the first moto and was never seriously challenged thereafter.

Taking the holeshot in the second mode, "The Jammer" fought off repeated attempts by Gaylon Mosier to make the pass, then pulled away to a comfortable lead after Mosier, riding a hot Wheelsmith-prepared Maico 250, broke off the chase. Weinert said later that he felt he was in the best condition ever.

A turning point came halfway through the second moto when current 250 National Champion Tony DiStefano, who had finished second in the first heat, worked his factory Suzuki up to third and was closing fast on the two leaders. Weinert's command of the situation was in serious jeopardy until DiStefano, coming around a high-speed sandy right, caught his clutch cable in the branches of a trackside tree and was pitched over the bars. Recovering slowly from the bone-jarring crash which bent his handlebars and tore the grip off his throttle, he dropped all the way back to eighth place. Amazingly, he regained his pace and worked his way back up to third by the end of the race.

The short, rocky Fastrack course, which is carved out of the desert terrain inside the infield of a sports car road race course, took its toll in equipment. Many riders, including young privateer Mike Kessler who was running in third most of the second moto, succumbed to flat tires while charging across the sharp, limestone ledges that punctuate the track.

All three rookie members of Team

Husqvarna
347
280
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PHOENIX

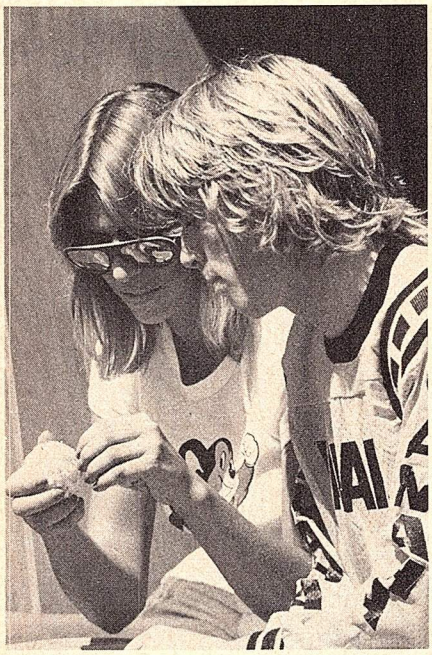
Yamaha finished in the top ten including Danny Turner who cruised in on a flat tire.

Jimmy Ellis, who won the opening round of the series the week before at Hangtown, suffered mechanical difficulties with his factory Can-Am and finished well down.

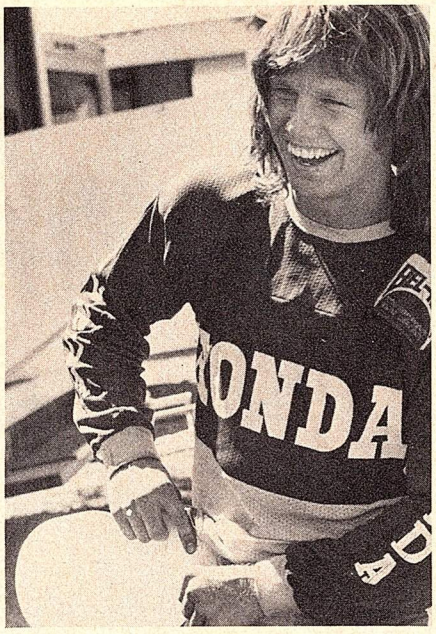
In an excellent display of skill and concentration, Tommy Croft, after missing practice because of a flat and breaking a wheel on the first lap of the first moto, came back in the second race and, with virtually no time spent learning the track, hooked on to Tony DiStefano's second charge through the pack and finished in fourth place behind the champ — thus keeping in the top ten point standings.

Local hero Robert Blose, riding a Husqvarna, fought off California riders Mark Blackwell and Jim O'Neal and Florida's Dan Farley to win the 500cc Support race.

After Phoenix the riders took a week off for Easter vacation, then regrouped for the next 250 National at Rio Bravo, Texas. m



Former Miss Superbowl, Betty Ann Paulos, prepares a juicy orange to cool off Bob Hannah after a hot moto.



Rich Eierstedt compensated for the 90-degree Phoenix weather with a quick skivvy shower before the second moto.

OFFICIAL RESULTS
250cc NATIONAL MX
FASTRACK INT'L, PHOENIX, ARIZONA — APRIL 11, 1976
250cc National Class

Pos.	Rider, hometown	Machine	Motos
1.	Jim Weinert, Laguna Beach, CA	Kawasaki	1/1
2.	Tony DiStefano, Morrisville, PA	Suzuki	2/3
3.	Steve Stackable, Austin, TX	Suzuki	5/5
4.	Rich Eierstedt, Norwalk, CA	Honda	3/7
5.	Kent Howerton, San Antonio, TX	Husqvarna	7/6
6.	Gaylon Mosier, Huntington Beach, CA	Maico	12/2
7.	Bob Hannah, Whittier, CA	Yamaha	8/8
8.	Rick Burgett, Sandy, OR	Yamaha	9/9
9.	Gary Semics, Huntington Beach, CA	Kawasaki	10/10
10.	Danny Turner, Placerville, CA	Yamaha	4/21
11.	Rex Staten, Fontana, CA	Harley-Davidson	15/11
12.	Wayne Boyer, Poway, CA	CZ	14/14
13.	Chuck Sun, Sherwood, OR	Husqvarna	13/15
14.	Jimmy Ellis, E. Hampton, CT	Can-Am	6/23
15.	Bob Elliott, La Mirada, CA	Suzuki	20/13
16.	Chuck Lampe, Phoenix, AZ	Kawasaki	22/12
17.	Gary Wise, McAllen, TX	Kawasaki	11/27
18.	Roger Jones, Paradise Valley, AZ	Can-Am	25/17
19.	Tommy Croft, San Diego, CA	Honda	40/4
20.	Mike Kessler, Farmingdale, NJ	Yamaha	33/12

CONTINGENCY AWARDS
Adding to the $8000 purse offered for the second round of the 1976 AMA 250cc National Motocross Series were Bell Helmets, Bel-Ray Lubricants, Gumout Chain Lube and Pennz-Guard.

Opposite page: Big pitch into little turn — Shane Cannon of Delta, Colorado, lays his hairy Kawasaki into holeshot position in the second moto of the 500cc Support race.

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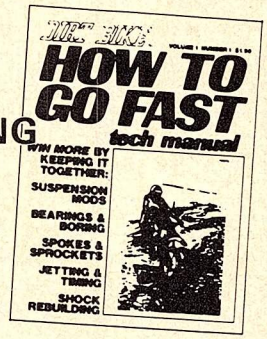

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THE GROSS IS BACK

By Paul Boudreau

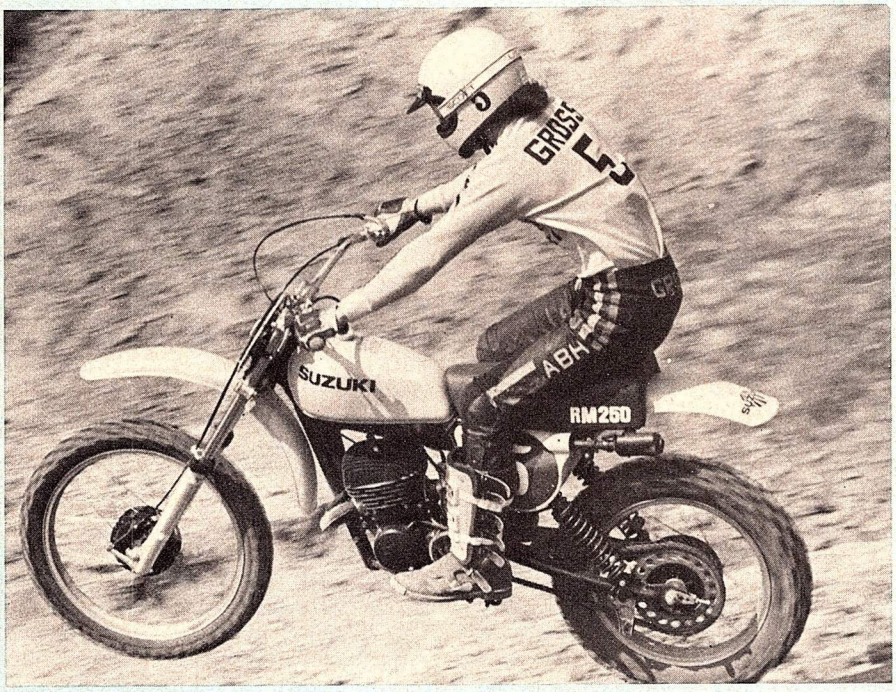
The air was green in Santa Fe Springs, located on the downwind side of the L.A. basin, when Billy Grossi powered his new Ford van onto the Santa Ana Freeway headed for Saddleback Park. In the back was an RM250 just picked up from Suzuki headquarters. This would be his first ride since breaking his leg five months before on the eve of the Trans-AMA.

"This is ridiculous," he complained regarding the state of the atmosphere with a sweeping gesture of his right hand. "How can people live in this crap?"

We drove for a while and talked about Billy's new van. "They engineered away my E-brake," he said, touching the little handle that released the parking brake pedal. Our memories shot back to the day two years ago when Billy was mending his first broken leg suffered at the 1973 Superbowl of Motocross. We were moving his stereo equipment from his parents' house in Santa Cruz to Billy's rented house in Watsonville. Billy led the way through Santa Cruz with all the stereo stuff in his old van while I followed in my mini-pickup. In his old van he could lock up the E-brake with a simple flick of a lever, and young Billy was very fond of flicking it in the most outrageous places, like right in the middle of downtown Santa Cruz. With blue smoke curling from his frozen rear tires, the blue Ford pitched sideways and Billy gave me a grin out of the driver's window that had nothing but the devil in it. At that moment the stuff

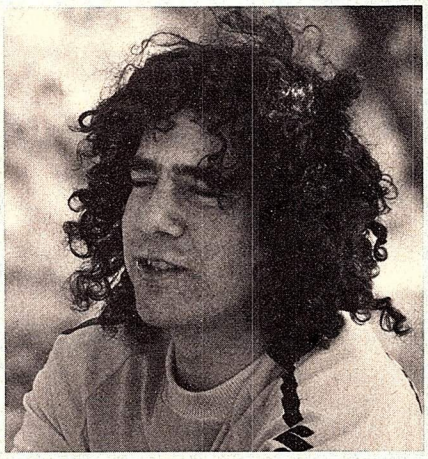
"Both times I broke my leg it was because I was being dumb."

Two broken legs and some fast rides on a motocross bike have taught Billy Grossi a lot about Billy Grossi



inside shifted and the van lurched up on two wheels. For a terrifying instant as the van tottered between glory and disaster the devil in Billy's face dissolved into terror. "I scare myself sometimes," Billy had said in an interview the day before. I knew then what he had meant.

The devil is still in Billy Grossi, but he's grown up a lot since those



"I'd like to be able to go fast like Tony DiStefano . . . only with more style."

days, and he doesn't do stuff like that anymore.

"Yeah," he says, "I try to stay cool. I've learned to be a better person and to be more tuned into myself. You can't really expect to do great things unless you put some effort into it."

Two broken legs and some fast rides on a motocross bike have taught Billy a lot about himself. "Both times I broke my leg it was because I was being dumb. That night at the Superbowl I *knew* something wasn't right. Then I tried to pass Murphy in a place I *knew* wasn't right. I jumped right into the haybales.

"The other time was really nuts. It was at a local race in Watsonville up near where I live and all my friends were there. There's this local guy up there, Magoo, who's really incredible on a 125, and they wanted me to race him. They even fixed me up with a bike. I *knew* I shouldn't've raced that bike. I just *knew* it. But I did anyway and I fell off and broke my leg. The pain was really bad. I freaked out."

Now Billy feels that's all behind him and he'd like to get down to business again.

"I'd like to be able to ride more

Cont'd. on page 69

FIFTEEN DAYS IN EUROPE WITH MOTO-X FOX

If you're planning a trip to Europe you can take in five races if scheduled around the Easter weekend

By Geoffrey Fox

Geoff Fox was planning a trip to Europe to take in as much racing in as short a period of time as possible. His thoughts about a trip built around the Easter weekend more than met his expectations. He was able to take in the two-day Easter Trophy Race in Belgium, which is a fantastic event with all the top riders from both GP classes attending. Also the Good Friday event in Ringwood, England, is an annual thing. A GP is scheduled the weekends preceding and following these events, giving you five top-caliber racing events in 15 days.

Geoffrey is in the motocross accessory business and the trip was both business and pleasure for him. We asked him to give us his impressions when he got back.

RINGWOOD, ENGLAND
HANTS GRAND INTERNATIONAL
MOTOCROSS (500cc)

Easter weekend is a big motocross weekend in Europe. Besides the famous Easter Trophy two-day event held in Belgium on Sunday and Monday there is an International race in England on Friday. Three races in four days is quite a schedule, but Americans Brad Lackey and Jimmy Pomeroy felt it was just the thing to keep in shape for the GP season. At Ringwood the schedule called for three 12-lap motos with 500cc class machinery. This amounts to almost one and a half hours of riding.

The track at Ringwood was good. A dark, sandy soil provided fine traction and built into good berms without excessive dust. The track was similar to Hangtown, though not quite as long. Competition looked to be excellent with honored "guests" Jim Pomeroy and Brad Lackey heading the list along with Sylvain Geboers now on a Maico trying to get back into GP form. The English contingent was headed by 19-year-old Graham Noyce on Maico. Graham is the best young rider on the GP circuit this year. He took third overall in the 500cc opener in Switzerland and had fast practice time at the French round. John Banks was ready to show his muscle on his four-stroke. In addition there were riders like Stuart Nunn and other hopefuls.

The organizers allowed all the riders to take a "look-see" lap before lining up for the start. This is a nice idea since the course can change after practice, but as a result Jim Pomeroy arrived at the start gate in an unhappy location. Jim was not happy with the situation. He was riding last year's Trans-AMA bike which he felt was enough of a handicap (his new 250 GP bike has almost two inches more travel at the rear), so a poor start would do him in. After much heated debate (see photo), Jim shut his bike off, turned it around and began pushing it back to the pits. This bit of gamesmanship paid off as the starter then sent everyone back and reorganized the starting line.

As the gate dropped Noyce and Banks fought for the lead with Brad Lackey about fourth. Brad quickly set the tone for the day by taking the lead and holding it comfortably. Banks and Noyce battled over second fiercely. Graham was faster but also more reckless. Pomeroy had a poor start and had to work hard through the pack. It was obvious that his bike, although only a little over six months old, just wasn't competitive with the longer travel leaders. Twenty seven minutes and three seconds from the start Brad Lackey took the flag, followed by John Banks, Graham Noyce, Jim Pomeroy and Sylvain Geboers.

Between motos Brad's mechanic, Julla, adjusted the chain, checked the pressure on the Fox Airshox, cleaned the filter, etc. Arnie Beamon and Rubio went through a similar routine on Jim's bike. Meanwhile Jim looked wistfully at his blue 250 GP bike and wished he could have ridden it the next two motos.

In the second moto Bad Brad, attired in black helmet, grabbed the lead on the first lap and was never headed. Graham Noyce could run with Brad in spurts but fell down too often and finished ten seconds behind a cruising Lackey. John Banks took third, proving that in the hands of the right rider a four-stroke can do amazing things. Fourth place rider Stuart Nunn was over a minute back, followed by Jim Pomeroy, who once again worked very hard to pass people.

The final moto saw Graham Noyce grab an early lead, but once again he dropped it while trying to run Lackey's pace. In avoiding the downed rider Brad slipped the clutch in and when he popped it back out the chain came off the sprocket. In the Swiss GP Brad had a similar problem with the chain which cost him a sure third place GP finish. Today he managed to get the chain back on and still retain first place. However, Sylvain Geboers was right on his tail and pushing. Now Sylvain was looking like the rider of a few years ago, circulating very quickly. This was Bradley's day, though, as he calmly kept the lead looking calm and controlled the whole way. Sylvain was second and Noyce third.

Bad Brad impressed the troops considerably with his sweep of all three motos. The Graham Noyce Fan Club was pleased with his second overall placing. After posing with the victory wreath Brad and Julla quickly loaded the Mercedes van and began their dash to Dover. There they would catch a ferryboat to Ostende and arrive late that night at Zolder, Belgium. That would give them Saturday to prepare

Opposite page: Heikki Mikkola driving the powerful 250 Husky to a decisive win at the Betekom, Belgium, course. (Fox)

The Easter Trophy Race was a get-together for the two Husky stars Lackey and Mikkola, now that they are competing in different classes. L to R: Kajia Mikkola, Pomeroy, Lackey, Heikki.

FIFTEEN DAYS IN EUROPE WITH MOTO-X FOX

At Ringwood, after a "parade lap," Jim Pomeroy got to the line with a poor start position and was unhappy.

After a heated talk with the promoter he pushed his bike back to the pits and was ready to pack it in.

both the 250 and 360 Huskys for the Easter Trophy races on Sunday and Monday.

TECHNICAL REPORT:

This is a year of continued evolution. The name of the game is still more travel. Nine and ten inches of rear wheel travel is now commonplace. If you have seven inches of rear wheel travel you are simply not competitive. Everyone is using DUAL RATE SHOCK SPRINGS. (Except for those people running air shocks: these include the CZ team, who have longer travel shocks with increased finning, and Bengt Aberg, who has fitted forks to the rear of his Bultaco using air. Both these systems are single chamber air shock setups. Brad Lackey has been using the DUAL CHAMBER FOX AIRSHOX at International races. He is

It makes you wonder how anyone can beat Gaston Rahier on a 125 the way he gasses the 250 and 500 machines. It was between him and Mikkola during the Easter contest with all the top riders in the world racing. Sylvain Geboers (Maico) is number 18.

now getting confident enough to use them in GPs.)

Almost everyone is running REMOTE RESERVOIRS on their rear shocks in order to reduce fade and give reasonable life with such radical suspension. The most popular rear shock is the Hulco, made by a Dutchman who builds only 50 pair per month.

On the front everyone has been forced to go to a leading axle (Maico-style) design in order to get sufficient tube/slider overlap with the longer travel. Roger, Gerrit and Gaston use air forks. These are not dual pressure designs like Yamaha, but probably incorporate a soft spring (judging from the pressures they were using).

Only Maico and Bultaco are still using downpipes. All the rest have gone to ground clearance designs because of the long travel suspensions.

In the tire department Metzeler 3.00x21 fronts and 4.50x18 rears are on over 90 percent of the equipment. A few Trelleborg fronts and Dunlop rears were also noted.

(See photo of Hakan Andersson's bike (Montesa test) for radical rear end setup. He is *not* using reservoirs; I can't believe his shocks will last an entire moto that way. . . of course in the motos I saw he didn't last the entire moto at good speed. Pomeroy is using Bilsteins without reservoirs and experiencing bad fade. We are sending Pomeroy Fox Airshox — dual pressure, today).

IMPRESSIONS:

TRACKS:

The tracks in general are more demanding than U.S. tracks. The uphills are steeper and rougher; there are many off-camber turns (I can't think of a single decent off-camber on an American track). Lap times on the six tracks we saw were all remarkably the same. . . between 2:10 and 2:19.

On the negative side, the tracks were much too narrow for GP racing. Passing is *very* difficult on such courses with GP-caliber riders. Thus the start is *critical*. The French 500cc GP at Pernes-les-Fontaine was the worst example I saw. Huge rocks, awful dust and in most places a one-foot-wide blue groove. Passing was almost impossible. To illustrate: In the first moto Roger DeCoster came around in 13th place the first lap (he had second fastest practice time). In the next 20 minutes the World Champion managed to work up to eighth place. Not bad, you say. But consider that three riders ahead of him dropped out, *so Roger managed to pass but two riders in the first 20 minutes* (from a 13th-place start). In the last 20 minutes Roger got by three more riders, but one of these was just cruising trying to keep his front wheel together long enough to finish.

In the second moto Roger knew what was required. He got the holeshot and won going away.

The Swiss track was great and the Belgian ones good, but they all were on the narrow side.

SPECTATORS:

The spectators were well behaved and knowledgeable. In Belgium we noticed a nine-year-old boy and his younger sister keeping lap records in their programs. Spectator control is very loose. They are allowed to cross the track during the motos in most places, but they tend to use good sense in doing so. Spectators have obvious favorites and really root them on. The crowds, however, were *small*; 25,000 at Switzerland was the top crowd. In France at the GP there were 15,000. At the Belgian GP there were sections along the track 10-15 feet long with *no spectators*. Of course the weather was bad (cold and windy), but the course was located less than an hour from Brussels and probably only 7000 — 10,000 showed up. Entry fee was always less than $4.

RIDERS:

The riders are the best in the world, no doubt about it. But besides Brad, Jimmy and Pierre we have other riders who are in that competitive group. Riders like Marty Smith, Tony D., Weinert, Ellis, Stackable, Howerton and Hannah would be in there fighting for the top ten places. In another five years half of the top ten will be Americans. Our riders are all young. There are few young Europeans of the same quality. The National Championship races (except for Belgium where Roger D., van Velthoven and Andre Malherbe competed for the National Championship) are not of the caliber of our Trans-AMA Support class.

CONDITIONS FOR THE RIDERS:

It is harder for the riders in Europe than in the States. Communications are not good. In the U.S.A. when a rider has problems on Sunday he phones his sponsor on Monday and has a new part in time for the next race. In Europe a GP rider will request a modified part and wait two or three weeks to get a new one. And GP points are at stake. Jim Pomeroy was having to compete while the Bultaco factory was on strike. His engineer was finding machine shops to make parts for them. One World class rider had a set of special handlebars from his factory. He

Cont'd. on page70

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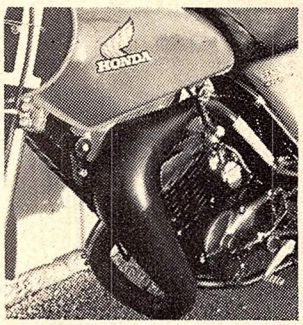

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RIO BRAVO
Tony D rumbles in the jungle

By Pete Szilagyi

Rio Bravo is carved out of a subtropical jungle on a road where Houston fades into East Texas bayou country. It's always hot, humid and close at Rio Bravo; the sunlight comes down in shafts between the tall pine trees. It's a rather scenic place.

Motocross riders, however, judge a track by more than its trees and natural ambience, and they also rate Rio Bravo high. Though the heat can be stifling in the summer and spring, the track makes it all bearable. For the most part it's built on a sandy loam soil that holds moisture without getting muddy. There's 100-percent traction and berms that build three feet high during an afternoon's racing. It's a riders' track, like a roller coaster in the middle of a jungle.

That's why Tony D., his cheek still scarred from a crash at another Texas track, at Texas Stadium, gave Rio Bravo the high sign, said it was "just great" and won both motos, replacing Jim Weinert as the leader of the 250 National Championship race.

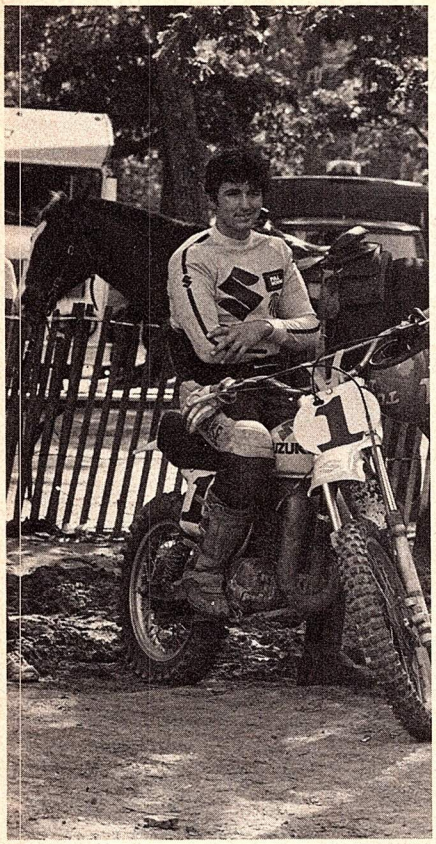
For Weinert it was a horrible weekend at a track where he usually does well. He didn't even get the chance to challenge DiStefano. Early breakdowns in both motos (a bad seal and a seizure) forced Weinert to helplessly watch, discouraged, his series lead piddle away.

Steve Stackable, DiStefano's Suzuki teammate, was third in points coming into Rio Bravo, but he too was relegated to spectatordom when a seizure DNF'd him and put a possible series win almost out of reach.

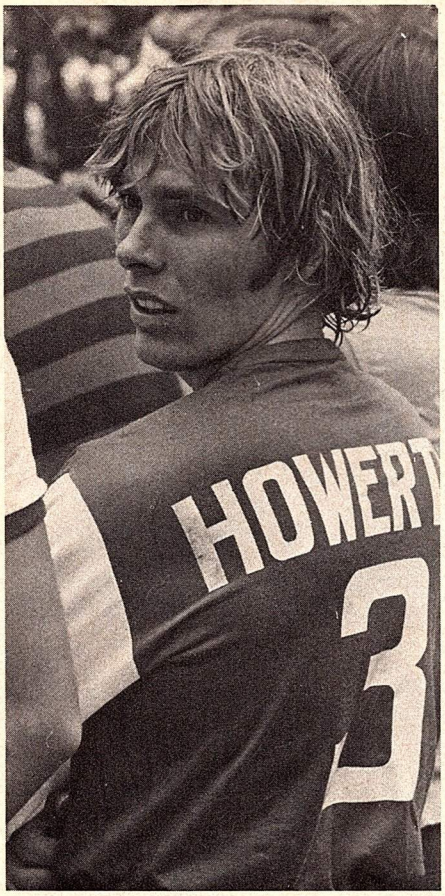
DiStefano usually wins races in a thoroughly undramatic manner. When he doesn't get the lead right away, he picks riders off and moves into first. When there, he paces himself to the end of the moto. That's the way he did it at Rio Bravo — he left the charging up to the other riders, Jim Ellis, Marty Smith, Kent Howerton, Gary Semics, Billy Grossi and Bob Hannah among them.

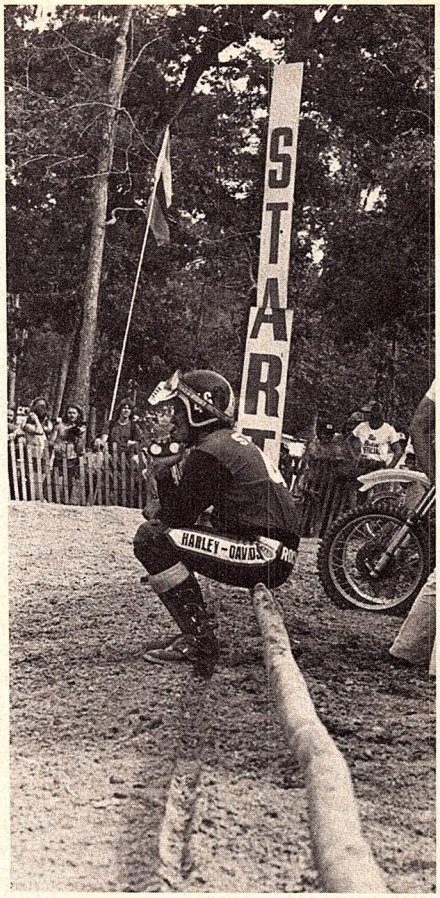
Smith, on a short vacation from the 125 GP series in Europe, hopped to a quick, long lead in the first moto with Semics, Hannah, Ellis and, of course, Tony D. behind him. After several laps, just DiStefano and Ellis survived. Smith spilled in a near collision with DiStefano and dropped to a distant third, ahead of Weinert, who was making a spectacular trip from mid-pack, and whose Kawasaki was blowing smoke like a '49 Studebaker.

For most of the moto, Ellis stayed in touch with Tony, occasionally going



Tony poses in front of a friend Light Brown brought down from Dallas. Light said she was hell on the sheets at the Holiday Inn.

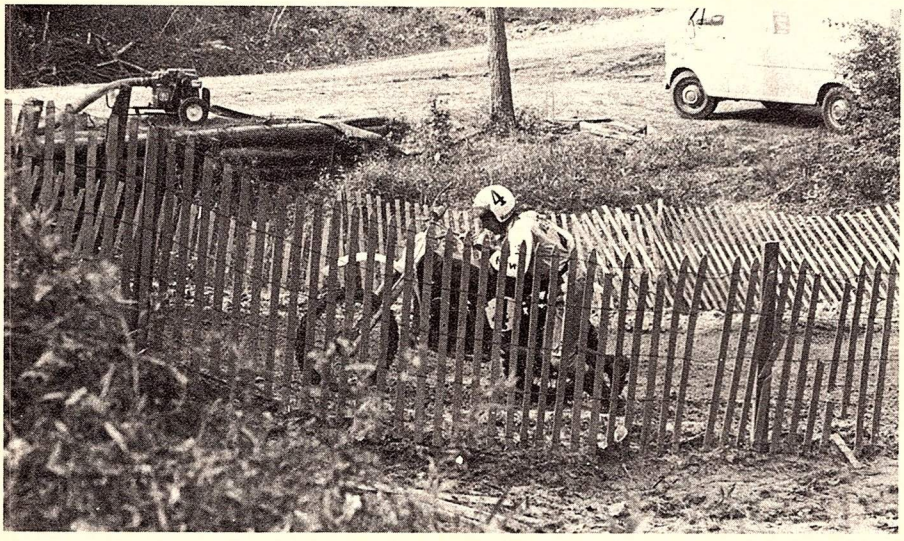




Rocket Rex ponders that first turn.

Howerton (3) recovered from two lousy starts for a 6-6.

Two DNFs dropped Weinert from the 250 points lead. It was a long uphill push to the pits.



This was your basic Support Class: Wyman Priddy (47) and Keith Duffy.

Jimmy Ellis excels on roller coaster tracks like Bravo. Today, not feeling very well in the hot southern sun, he was all eyes and throttle.

much deeper into a corner and looking almost like he might get a chance to pass. For Ellis, it was a marvelous ride. He'd been sick and wasn't yet fully recovered, but he dogged DiStefano, charging but not making any mistakes. Finally, he dropped back and the race was over.

Rich Eierstedt put Honda in front again in the second moto, but DiStefano put an end to that after a lap or two. Soon, Bob Hannah passed Eierstedt, and Smith, who weaved his way through the pack along with Kent Howerton, ended up in third, a wheel behind Hannah. For the last few laps, Smith and Hannah, Yamaha's new team rider, had a serious race. Hannah faltered for a second and missed a berm, allowing Smith to pass. But he caught up to Marty and was barely a foot behind at the checkered flag. Marty apparently thought Hannah wasn't there anymore and motored over the finish line, while right behind him Hannah was just getting back in shape after a 20-foot jump and had the throttle dialed on to "full."

The Support class was quite out of the ordinary in the fact that it actually was a support class — there were no name riders in it who should have been racing in the National class. Keith Duffy, a CZ rider from Houston who usually whups up on the pros when they come through town, won the first moto, leading Wyman Priddy from start to finish. Dan Farley, who worked his way up from almost last place, finished third.

Priddy, probably the oldest man entered at Rio Bravo that day, took the second moto, in which Duffy suffered mechanicals and finished out of the money. Farley didn't have to work quite as hard in the finale for his second place.

Tony D. and Jim Ellis boogied this close through most of the first moto.

RIO BRAVO

OFFICIAL RESULTS
AMA 250cc NATIONAL MOTOCROSS
HOUSTON, TEXAS — APRIL 25, 1976

First Moto

Pos.	Name, hometown	Machine	Pts.
1.	Tony DiStefano, Morrisville, PA	Suzuki	25
2.	Jimmy Ellis, E. Hampton, CT	Can-Am	22
3.	Marty Smith, San Diego, CA	Honda	20
4.	Bob Hannah, Whittier, CA	Yamaha	18
5.	Gary Semics, Huntington Beach, CA	Kawasaki	16
6.	Kent Howerton, San Antonio, TX	Husqvarna	15
7.	Gary Wise, McAllen, TX	Kawasaki	14
8.	Rick Burgett, Sandy, OR	Yamaha	13
9.	Danny LaPorte, Yucca Valley, CA	Suzuki	12
10.	Rex Staten, Fontana, CA	Harley-Davidson	11
11.	Danny Turner, Placerville, CA	Yamaha	10
12.	Wayne Boyer, Poway, CA	CZ	9
13.	John Savitski, Atlas, PA	Can-Am	8
14.	Mickey Kessler, Farmingdale, NJ	Yamaha	7
15.	Arlo Englund, Colorado Springs, CO	Kawasaki	6
16.	Rich Eierstedt, Norwalk, CA	Honda	5
17.	Chuck Lampe, Phoenix, AZ	Kawasaki	4
18.	Barry Duncan, Houston, TX	Can-Am	3
19.	Gaylon Mosier, Huntington Beach, CA	Maico	2
20.	John Ayers, Harrisville, PA	Maico	1

Second Moto

Second Moto

1.	Tony DiStefano		25
2.	Marty Smith		22
3.	Bob Hannah		20
4.	Billy Grossi, Santa Cruz, CA	Suzuki	18
5.	Steve Stackable, Austin, TX	Suzuki	16
6.	Kent Howerton		15
7.	Tommy Croft, San Diego, CA	Honda	14
8.	Rich Eierstedt		13
9.	Wayne Boyer		12
10.	Rick Burgett		11
11.	Rex Staten		10
12.	Chuck Sun, Sherwood, OR	Husqvarna	9
13.	Arlo Englund		8
14.	Mickey Kessler		7
15.	Ken Zahrt, Canoga Park, CA	Ossa	6
16.	John Ayers		5
17.	Gary Semics		4
18.	Doug Raines, Phoenix, AZ	Kawasaki	3
19.	Roger Jones, Paradise Valley, CA	Can-Am	2
20.	Gaylon Mosier		1

Overall Results

1. DiStefano (1-1); 2. Smith (3-2); 3. Hannah (4-3); 4. Howerton (6-6); 5. Burgett (8-10); 6. Boyer (12-9); 7. Staten (10-11); 8. Semics (5-17); 9. Eierstedt (16-8); 10. Grossi (21-4); 11. Ellis (2-25); 12. Englund (15-13); 13. Kessler (14-14); 14. Ayers (20-16); 15. Zahrt (24-15); 16. Mosier (19-20); 17. Duncan (18-21); 18. Savitski (13-26); 19. Lampe (17-23); 20. Turner (11-29).

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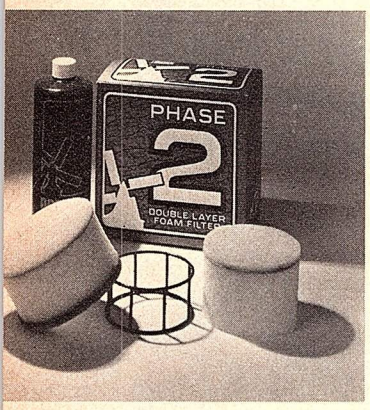

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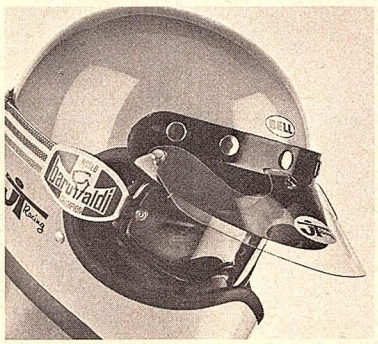

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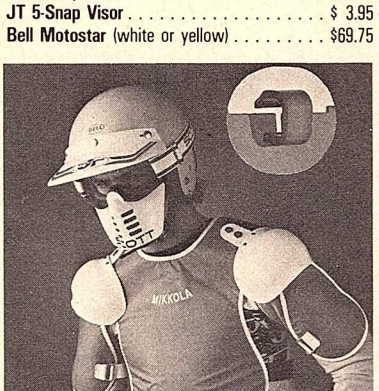

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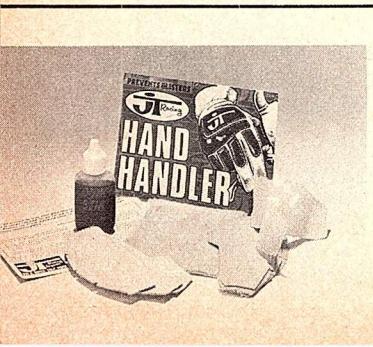
Face Mask (blue, white) . . . . . $ 6.95
Clip-On Replacement Lens (see insert) . . . . . $ 1.50
(Eliminate Lens Pop-Out – Clear, Amber, Smoke)
Polaroid Replacement Lens . . . . . $ 4.55
MIKKOLA Chest Protector $28.85



JT HAND HANDLER

The "Original" Blister Preventative
Back by popular demand! Hand Handler has been used in every type of motorcycle event since its introduction in the 1971 Baja 1000. Especially recommended for enduros, trials, or long desert races such as the Baja, Mint, and Parker. This kit contains enough material for 4 complete applications. $2.75

JT "U
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Approved for Profe
Sizes 30, 32, 34, 36. . . . .
ALL NEW!!
Team Honda. . . . . .
Mikkola – red, white & bl
Husqvarna – blue & yellov
Maico-Bultaco – red, blac
Yamaha-Suzuki – yellow,

CUSTOM LEATHERS allov
*(Available in any combinat

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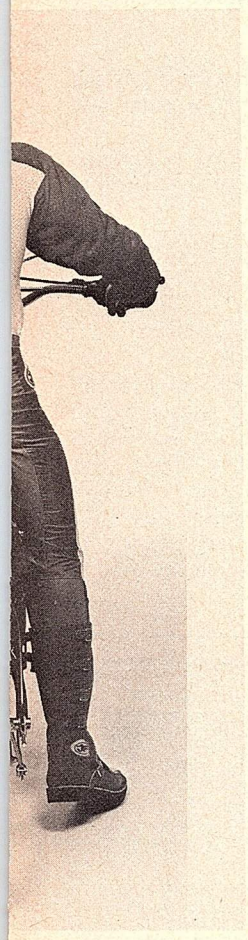
★ ★ CUSTOM

MX Pants (rear only)
Name . . . . . .
JT logo. . . . . .
Jerseys (AMA Regulation si
Name (back). . . . . .
Number (back) . . . . . .
JT team logo (front) . . .

Racing



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Professionals
AMA Competition
. . . . . $ 89.95
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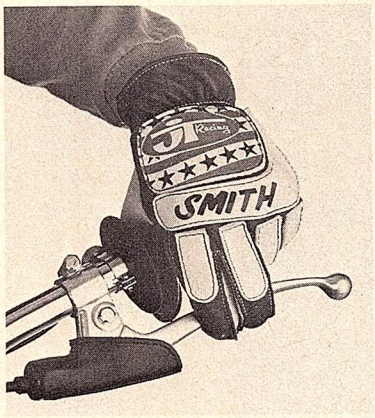
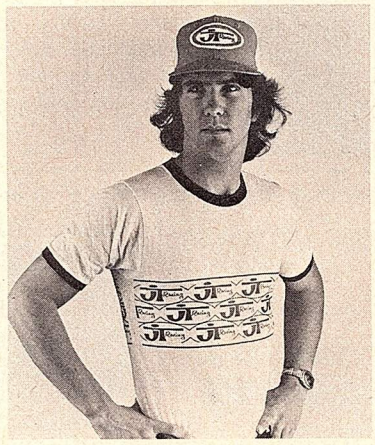
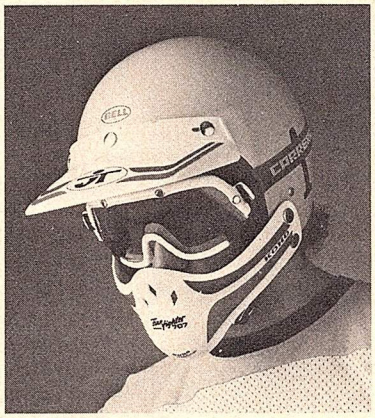


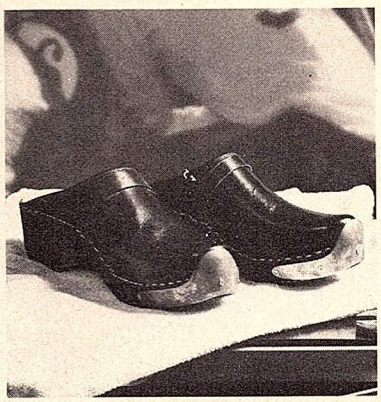
JT AMERICAN BICENTENNIAL MODEL
Red top, blue palm, white knuckle with JT American Logo
Outside thumb padded – NO PALM PADDING $25.85
Your Name (7 letter limit) . . . . . $ 5.00



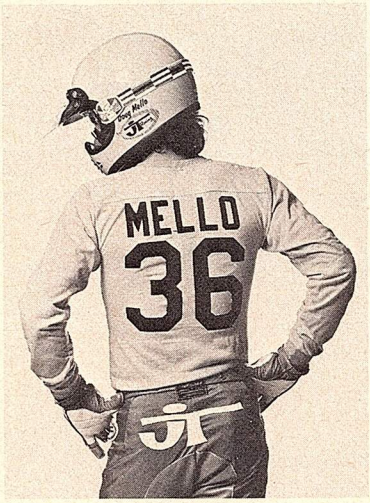
JT TRICK TEAM HAT
Orange Bill and Crown, white mesh back, black stitching and button. Sizes S, M, L, XL . . . . . $ 4.95
JT TEAM T-SHIRT
With JT logo screened, front and back.
Sizes S, M, L, XL . . . . . $ 4.95
JT Embroidered Patch . . . . . $ 1.00



CARRERA GOGGLES
Red, white, yellow, blue or black frames $10.98
JT "707" Finnfighter Rock Guard . . . . . $ 8.95

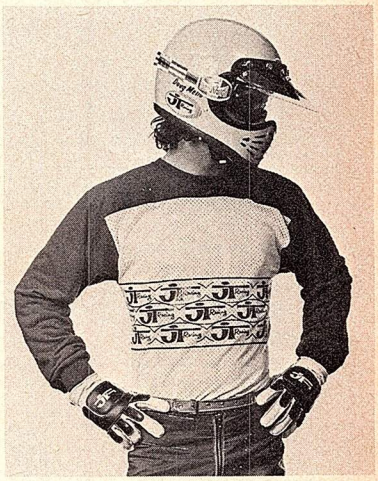


JT MECHANICS CLOGS
Steel toe makes it perfect for kicking tires and small dogs. Black only. Give American foot size when ordering $19.95



JT WFO MUSCLE JERSEY
All acrylic combination – fantastic new material. Absorbs like cotton but doesn't shrink or fade like cotton. Padded elbows and double yoke.
Solid colors: red, blue, yellow $12.95
Yellow yoke-sleeves/white body $12.95
Red yoke-sleeves/white body $12.95
Blue yoke-sleeves/white body. $12.95
Blue yoke-sleeves/yellow body $12.95

Baruffaldi Moto-Cross Goggles
Complete with tear offs $10.95



JT HALF & HALF JERSEYS
Great new jersey combination from JT. Protects heated muscles from blasts of cold air and yet cools at the same time! Yoke and sleeves are 100% acrylic (same as WFO jerseys) and the body portion is cool, vented nylon. With padded elbows and double yoke it comes in four no-fade color combinations. The greatest jersey around!
Yellow yoke-sleeves/white body $13.95
Red yoke-sleeves/white body $13.95
Blue yoke-sleeves/white body. $13.95
Blue yoke-sleeves/yellow body $13.95

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
Item _____ Size _____ Color _____
Item _____ Size _____ Color _____
Name _____ Number _____ Amt. Enclosed _____
☐ Master Charge ☐ American Express ☐ BankAmericard # _____ Exp. Date _____

*Send Money Order to avoid delay in shipping. Calif. residents add 6% State Sales Tax. Will ship C.O.D. same day! For *super fast* last minute delivery call us *un*-collect.

JT Racing Imports – BOX 10, BONITA, CA 92002 (714) 479-9696

SALES REPS WANTED — CONTACT US DIRECTLY
Must have established territories.

For decals send self addressed, stamped envelope – 50¢
Send $1.00 for JT Catalog

(DEALER ENQUIRES INVITED)

TRIPPIN' or RIPPIN' it's

Famous PATENTED TRICKIT® FORK IMPROVER SYSTEM!

TRICKIT® MEANS THE BEST IN SUSPENSION!

All NEW "MTF" (Maximum Travel Forks) FORK DAMPER KITS!
Maximum travel with safe engagement tailored to each model of motorcycle

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FREE CATALOG! Send 25¢ for mailing

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MAIL ENTRIES

Cont'd. from page 10

PIERRE'S KNEE

Dear MXA:

Give me a break. Ask me if I care about Pierre's knee. While you're at it, ask me if I care about Bazzer's knee.

Albert Fine
Indianapolis, Indiana

Dear MXA:

I haven't seen anything so disgusting since Lyndon Johnson showed his gall bladder scar.

Patty VonBriggs
San Bernardino, California

(Perhaps you would care to see Baz's vasectomy scar? — ed.)

SMITH IN ENGLAND

Dear MOTO-X ACTION:

We went to watch your countryman and Rider of the Year Marty Smith make his debut in England at Hawkstone Park. He is my son Julian's idol. Marty kindly autographed Julian's plaster-cast (broken wrist) after his last race and we were very pleased to meet him. Dad will varnish the cast to

Continued

CYPRESS CYCLE SUPPLY

4961 Orange-Cypress, CA 90630
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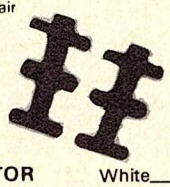
☐ quantity **$7.95** **QUALITY FORK BOOTS**

Black___
Red___
Yel___
Blue___

Extend fork seal life, protect front fork legs.

☐ quantity **$2.65** pair



FOAM FORK PROTECTOR White___
Black___ Red___ Yel.___ Blue___

☐ quantity **$7.95** **BREEZER TOOL**

Tire changing is a breeze with the NEW Breezer tool designed to save tubes, rims and knuckles. Just slip it between tire and rim and with just a few tugs of a hammer the tire is off. Fully Guaranteed.

☐ PEAK $2.95
White Red
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☐ SCOTT GOGGLES
Clear Polaroid
$11.95 $15.95

☐ SCOTT LENSES
Clear Polaroid
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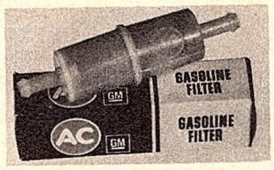
☐ SCOTT ROCK GUARD
$6.95 Blue White

☐ VENTED VISOR $3.95
White
Blue
Red
Yellow
Black

☐ HONDA WINGS $1.00 each

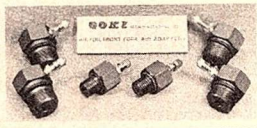
☐ SUZUKI SUN BURST $1.00 each

☐ quantity **$1.75** **AC GAS FILTERS**



"Came out #1 in filter shootout"

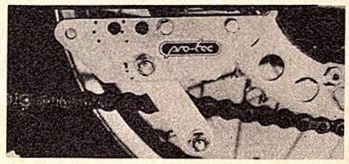
GOKI & OTTOW'S GAS FORK CAPS



The Suspension of the Future:
Gas forks allow total adjustment and fine tuning of suspension on any variety of terrain. Gas or air may be used. Fits Honda—all, Suzuki—all, Kawasaki—KS&KX, Yamaha—all, Ceriani, Mulholland
.....$14.95
CZ w/ o seal.....$11.95
CZ with seal.....$28.95
Betor.....$28.95
Specify Make. . . Model . . . Year . . .

Send name, address, zip and check or money-order, plus $1.00 postage and handling. We stock one of the most complete lines of MX, Enduro & desert accesories in Calif. If you don't see what you need in our ad just call or write. We can get you ANY accessory — fast and fair. (We will ship COD.)

PROTEC CHAIN TENSIONER



All new functional, heavy-duty CHAIN GUIDE/TENSIONER. High test spring loaded Teflon rollers keep chain taut while flexible. Angle of mount acts as chain guide and prevents mud and brush from getting into rear sprocket.

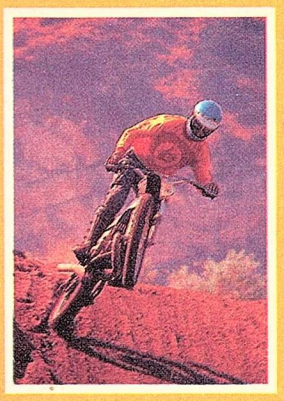
$20.95 [except CT-12] . . .$28.95

PART NO.	MAKE	MODEL	YEARS
☐ CT-1	CZ	250-400	1972-75
☐ CT-2	Honda	CR-125	1973-74
☐ CT-3	Honda	CR-125	1975
☐ CT-4	Honda	CR-250	1973-74
☐ CT-5	Honda	CR-250	1975
☐ CT-6	Honda	MT-250	1973-74
☐ CT-7	Honda	XL250-350	1974-75
☐ CT-8	Husq-varna	250-400-450	1970-74
☐ CT-9	Suzuki Yamaha	RM 125 100-125-250-360-400-500 MX & YZ	1975 1972-75
☐ CT-10	Suzuki	TM 250-400	1974-75
☐ CT-11	Yamaha	DT 250-400	1968-75
☐ CT-12	Husky	250-360 GP	1975
☐ CT-13	Bultaco	250-360	1975
☐ CT-14	Suzuki	RM 250-370	1975
☐ CT-15	Kawasaki	KX 250-400	1975
☐ CT-16	Yamaha	YZ-80	1975
☐ CT-17	Yamaha	TT-500C	1976
☐ CT-18	Honda	XL 350	1976
☐ CT-19	Honda	XR 75	1975-76
☐ CT-20	KTM-Penton	125-175	1974-75
☐ CT-21	Can-Am	125-250	1975
☐ CT-22	Maico	250-400-450	1975-1975½
☐ CT-23	Yamaha	XT-500	1976
☐ CT-24	KTM	MX 250-400	1976
☐ CT-25	KTM Enduro	250-400	1976
☐ CT-26	Universal Weld On		

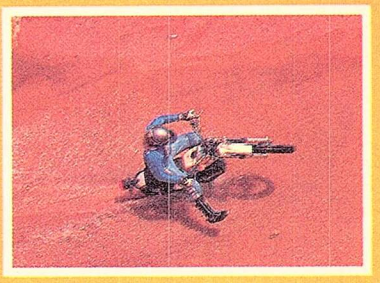
Replacement roller kits include spring and roller $3.95
Specify tensioner:

HERE'S A SUPER WAY TO COVER THE CRACKS, FINGERPRINTS AND GRAFFITI ON YOUR WALLS . . .

SUPER TRICK-ACTION COLOR POSTERS

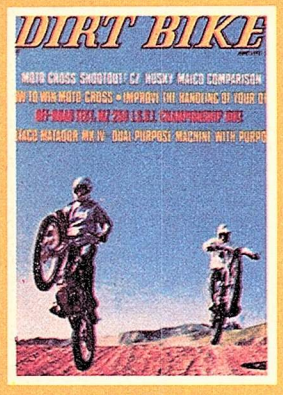


10. JIM CONNOLLY, 250 BULTACO PURSANG



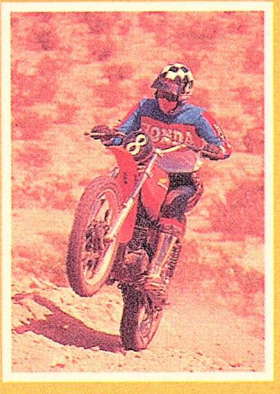
9. GEORGE WEGNER, CAN-AM 175

☆ FOUR NEW ALL-ACTION COLOR POSTERS

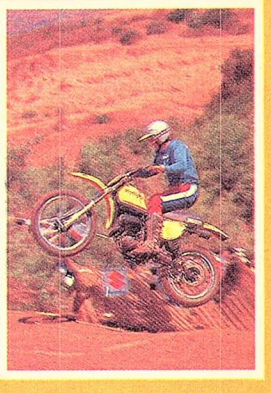


1. FIRST ISSUE OF DIRT BIKE

2. ACTION AT INTER-AM

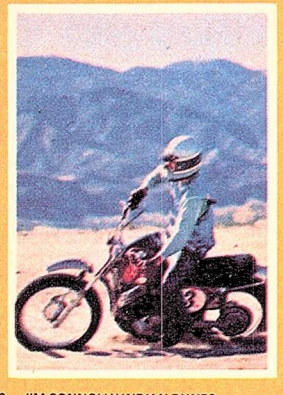


11. AL BAKER ON A 250 HONDA

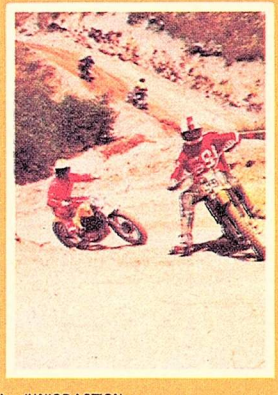


12. GUNNAR LINDSTROM ON A SUZUKI

Got a 17x22-inch fingerprint on your wall? Cover it up with one of these Super-Trick Action Color Posters! They make any room look really neat. Only $2.50 (plus 50 cents postage and handling). If your color scheme is Divine Dirt, order any four for $7.50 (plus $1.00 postage and handling) and really blow your mind! Postage will be paid on all orders over four.

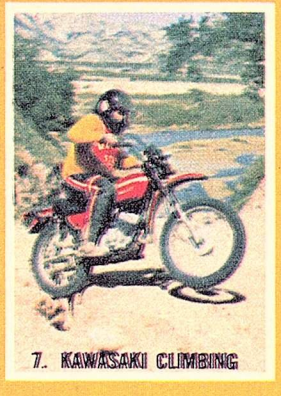


3. JIM CONNOLLY INDIAN DUNES

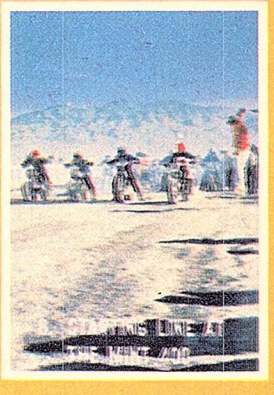


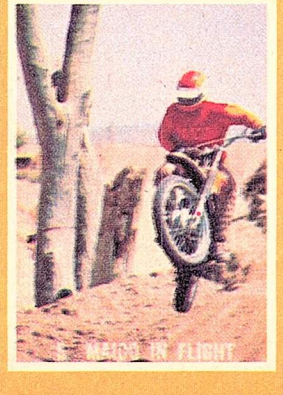
4. JUNIOR ACTION

Use the coupon below — **ORDER NOW!**



7. KAWASAKI CLIMBING





MX-4-8

PLUS PRODUCTS, INC.
P.O. Box 14945, Las Vegas, Nevada 89114

Enclosed is check or money order for $_____
Poster No. 1☐ 2☐ 3☐ 4☐ 5☐ 6☐ 7☐ 8☐ 9☐ 10☐ 11☐ 12☐
$2.50 each plus $.50 postage and handling; $7.50 any four plus $1.00 postage and handling.

Name_____
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WHAT'S NEW FROM AL BAKER RACING & DEVELOPMENT

RM SUZUKI FORK KITS

The R&D FORK KIT completely replaces the stock RM innards with the best damping you can get. We developed this kit to get rid of the mushy front end feeling of the stock set-ups, to increase travel by an inch, and to provide precision without pounding you. A ground taper on the rods, plus the special long-travel springs and orifices we include, will give you fork action better than any European fork made. And we'll back that claim up with a 30-day, money-back guarantee.

RM125 8-inch travel kit $59.50
RM250/370 9 ½-inch travel kit $59.50

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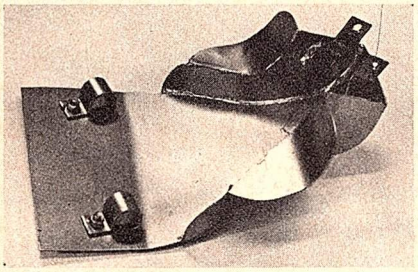


All our total protection skid plates are rugged 16-gage steel, MIG-welded, and gold-iridate plated. Mounting hardware is included and there are no installation hassles. They are designed to give maximum protection when the going gets rough.

Honda Skid Plates: CR125, MR175, CR250, XL250, all XL350 .....$24.95

Suzuki Skid Plates: RM100, RM125, RM125A, TM100, TM125, RM250, RM250, RM370, TM400 .....$24.95

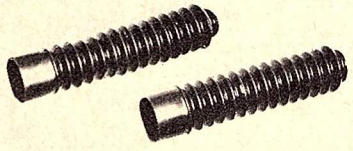
Yamaha Skid Plates: 250/400 Monocross, TT500, TT500 with high pipe $24.95

Husqvarna Skid Plates: 250/400/405 .....$21.95
250/360 .....$24.95

Kawasaki Skid Plates: KX250/400 .....$24.95

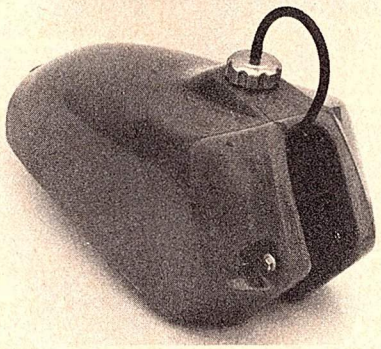
Don't forget to specify model number and year.

BAKER FORK BOOTS



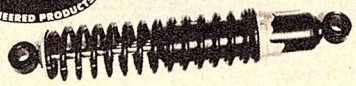
For long travel forks. No coil binding. Available in black, red, and yellow. $8.95 "Honda Works Replica"

RC REPLICA TANK



Molded and shaped for maximum capacity and comfort. This plastic polymer tank holds 1.6 gallons and uses the stock Elsinor cap and petcock. Stock front mounting and longer bolts provided for the rear. Guaranteed for a year. Specify red, yellor, white, silver or orange. $34.50

FREON SHOCKS



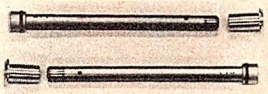
Designed and proven to meet the demands of the toughest motocross and desert racers in the world. The entire Honda Race Team participated in the development of these steel bodied freon shocks which virtually eliminate oil foaming and fade. Available complete with springs. $79.95
Lengths available: 13, 13.5, 14.25,15.5"
Specify motorcycle, position of shock, rider weight and classification.

RACE FACE

Race-face is the latest development in total face protection. Made of high density material with hardened easy to replace lenses. This one piece goggle-face guard combines the most comfortable fit and filtering system available. $16.95

HONDA FORK KITS

These kits were designed for the rider who wants the ultimate performance from his stock Honda forks. Not only will travel be increased one inch, but both rebound and compression dampening will be greatly improved. All hydrolic-loc is eliminated. These kits were developed and are presently used by the entire Honda Factory Team.

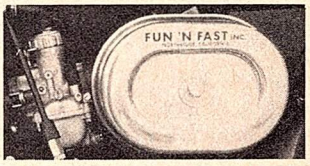


CR250/MT250 .....44.97
CR250MI/MR250 .....44.97
XL250/350 .....44.97
Fork Mod Kits available for CR125 complete with springs 24.95

S&W PROGRESSIVE FORK SPRINGS

The best springs made, and available for any bike. Specially recommended with the S&W HONDA FORK KITS. When you order, specify model, year, and any fork modifications you've made. $14.95

YZ80 AIR BOX



Designed to flow large volumes of clean air and increase intake performance to the max. Simple installation and access makes servicing a breeze. Orders must specify model B or C.
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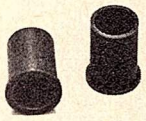

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Neil Cawley
Chamblee, Georgia

(*Picky, Picky. — ed.*)

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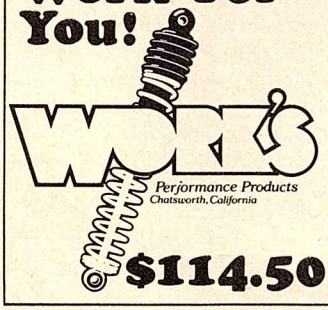

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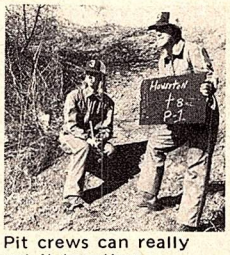

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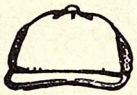

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PONTIAC STADIUM

Cont'd from page 19

to an easy third behind the fire engine Hondas of Smith and Karsmakers.

In the Support class it was all Eierstedt when he didn't fall. When he did Gary Chaplin was there but the first moto was all Rich was giving away. He wheelied away in the second.

SATURDAY

Saturday night's crowd numbered 23,779, almost doubling Friday night's turnout. Very disappointing when you consider that the attendance at the stadium's premiere rock concert featuring the "Who" hovered in the 80,000 bracket.

The racing was electric in comparison to Friday's event. At the start it was the two Honda riders, Smith and Karsmakers, out front followed by Staten, Kessler, Stackable, Croft and Ellis. Weinert and Howerton were back in the middle of the pack and trying to move up.

A little over halfway through the moto Smith literally jumped into the stands while going over the double jump. With his bike tumbling down the track, he was pitched over the barrier into the first couple of rows of seats into the laps of some spectators. Staten took advantage of the situation and grabbed the lead only to crash a couple of laps later. While all this was happening Marty Smith was working his way back to the front, finally to finish second behind Honda teammate Karsmakers.

Moto number two was recalled in true Detroit fashion after nearly everyone jumped the starting gate. After the restart Smith grabbed the lead while everyone else was crashing around him. Ellis seized his bike before seven minutes were gone and Staten and Howerton were fighting it out for second. Karsmakers developed bike problems and ended up losing four places before he got the checkered. Smith never looked back and won going away. Rich Eierstedt completed the Honda sweep by easily winning the Support motos. His only competition came in the form of Gary Chaplin and John Ayers.

Although the two nights of racing looked like a page out of a Motocross Cat cartoon, it was still a spectator's delight. With Jim Weinert still in the points lead, the title will go right down to the Superbowl in order to determine the winner of the Series.

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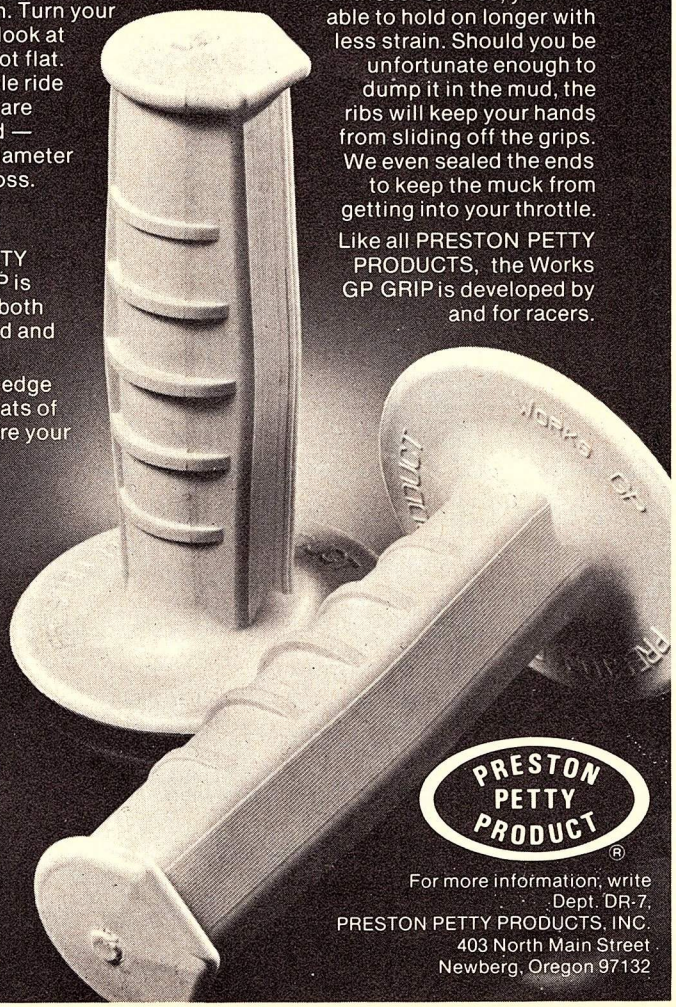

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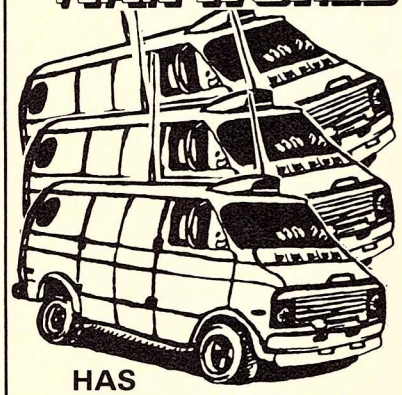

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full nine seconds in front of Pierre's well-earned second. Four seconds back was Bengt Aberg's Bultaco with Herbert Schmitz following for fourth on the Puch. Willi Bauer was able to hold off Adolf Weil for fifth. All but 13 riders were lapped by the leader.

Roger was furious that there had been no blue flag to warn the slower rider he was overtaking of a faster rider coming. Gerrit felt that there were too many slower riders on the course and that the field should have been cut from the 45 riders who started to a more reasonable 30 based on the qualifying times.

It certainly makes sense that only qualified riders capable of GP speed should be out there contesting for the World Championship, but of course each country wants their best national riders to gain the experience of racing with the big boys. The problem is when it's at the expense of a rider such as DeCoster.

SECOND MOTO

The start of the second moto found the once familiar rider/bike combo of Ake Jonsson and Maico in the lead. It was short-lived, however, and Gerrit took over after three laps, never to be headed. Lackey, after a seventh place start, had moved into third behind Wolsink and Jonsson but as luck, all bad, would have it his engine went sour and he went out on the 14th lap. Weil moved in to take over third and then second after Ake faded.

First moto winner Karsmakers had his share of troubles in the second when his front brake cable hooked on his fork tubes. Steve Whitlock made hasty repairs but then the suspension took a dump and the engine soured, giving Pierre a 23rd position at the flag.

Aberg's Bultaco dumped its gears all over the ground on the first lap of the second moto spelling finish to his day. Roger, suffering from pain in his left arm resulting from his first moto crash, retired on the eighth lap. He and Brad both scored zero points in the first GP of the season.

After the day's racing Gerrit was unusually reserved for a guy who'd just won the opening round of the 500cc GP season with a two-moto sweep. Maybe he's really serious in a gunfighter sort of way and just figuring on the 11 more moto wins to lock it up. Whatever his thoughts, it's going to be an exciting GP season before a 1976 Champion is crowned.

DIRT BIKE
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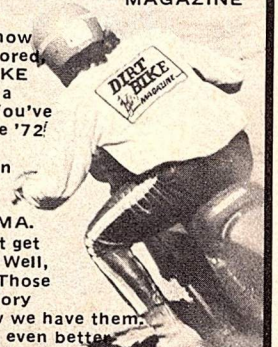

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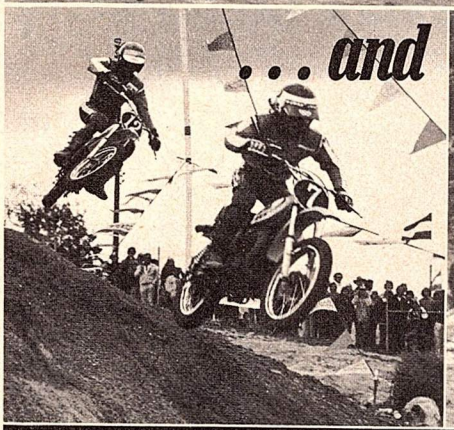

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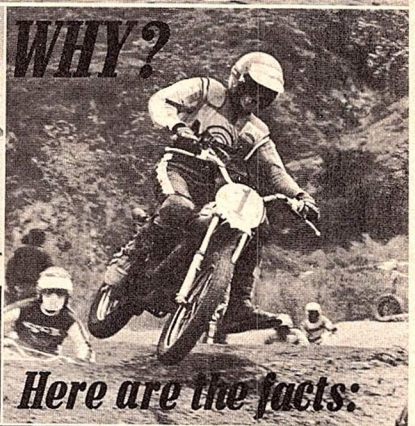

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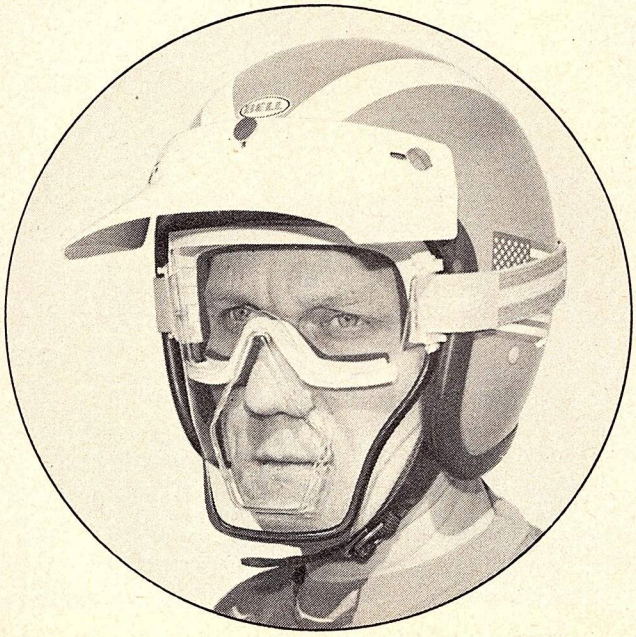

Cont'd from page 16

CHAMPION SHOWS COLORS

In a news release issued to the press, R. A. Stranahan, Jr., president and board chairman of the Champion Spark Plug Co., announced indications that the giant company will earn more money this year than it did last year. In the report Mr. Stranahan said there was "a very real, growing market for spark plugs, especially in motorcycles, small trucks and vans." The report stated further that the "spark-ignited, internal combustion engine will continue to be the dominant source of power for personal transportation throughout the world." The report mentioned nothing about automobile-caused air pollution but stated, "The main problems that have been experienced with modern automobiles are the result of government interference and hastily, ill-conceived legislation." The three-page report talked a lot about profits, dividends and "unrealistic wage demands," but mentioned nothing about better spark plugs.

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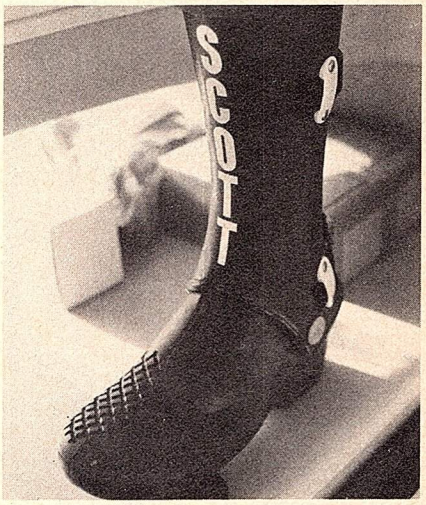

THE McBOOT

Scott, U.S.A., they who maketh yon goggles, is developing this trick boot expressly for motocross. We don't know too much about it other than it's light, comfortable and offers a great deal of protection. Billy Grossi, who has been testing the boots for Scott, says the molded boot is as sensitive to the shift and brake pedals as leather boots. Plus, they float.

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Paul Sanchez of National Hotelera, a company which operates a chain of hotels in Mexico, has extended a ten-percent discount to all members of the American Motorcycle Association upon presentation of a current membership card.

* * *

NYLON PANTS
UP AGAINST THE WALL

The FIM's proposal to ban nylon leathers will come up for decision this fall. Leather manufacturers are definitely for it since they are afraid nylon will take over their business. Heikki Mikkola, who has a vested interest in Koho, a European equipment manufacturer that produces nylon racing pants, says that nylon is lighter, stronger and easier to clean besides being somewhat cheaper. It could get heavy, but Koho and Mikkola won't go down without a fight.

* * *

SPEAKING OF TUNA. . .

If MXA staff moto woofie Paulette Napoleone loses any more weight, she's going to have to carry a bat to keep greasy hand prints off her racing jersey. "Just getting in shape for the Nationals," she says with a wink. Old Holbert thinks she's getting in shape for the USGP.

* * *

KUDALSKI READY TO RACE

Don Kudalski, 18-year-old Honda-backed motocrosser from Coral Springs, Florida, has been reissued his professional license following his violent crash during the AMA Supercross Series event at the Houston Astrodome in mid-March. Kudalski suffered what his physician described as "an acute cervical sprain" in the crash.

* * *

Darlene Ellis sez the skunk that she and her fast guy husband Jimmy acquired last summer while visiting in Michigan has run away. If you folks out Connecticut way happen to see a skunk wearing a Can-Am T-shirt please direct it to E. Hampton.

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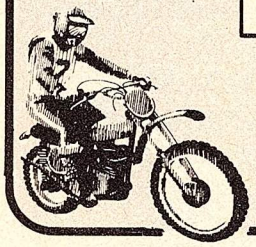

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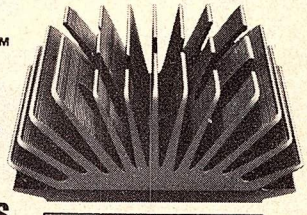

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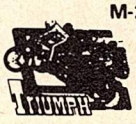

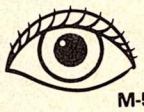

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GROSSI

Cont'd. from page 49

like Tony DiStefano. He finds all the fastest lines and the smoothest. When I get right behind him I can go as fast because I just go where he goes. I'd like to be able to go fast like that all the time." He pauses and reflects, "But with more style."

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"Boy," he said after coming in, "your arms sure get pumped up if you haven't ridden for a while." He's just like *us!*

The second time out he loosened up a little and started getting into the ride. After a while he caught up to this squirrelly kid on a clapped-out TS125 Duster. As the RM250 flew past, the kid got swept up in Billy's energy and went for it with "The Gross" in the next turn. He did a beautiful inside turn but almost drove it off the track coming out. Billy gave him a look and wheelied away.

Later that day over a chili size at the funky saloon down the road from Saddleback, Billy was curious. "How old are you, Baz?"

"I'm 30."

"Do you think that it's true about the older you get the wiser you get?"

"Yeah, that seems to be how it works."

"Well," he said, leaning his sculptured 20-year-old body back in his chair, "I think I'm getting older."

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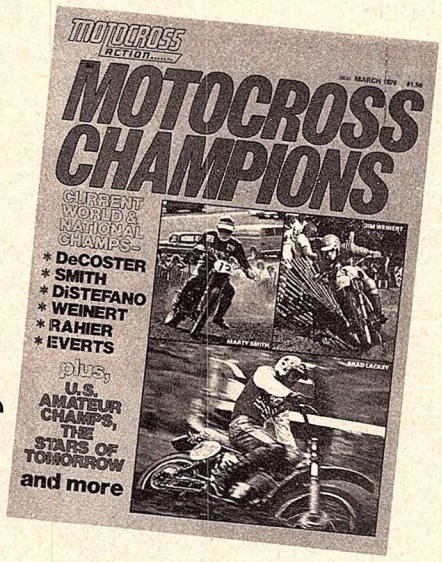

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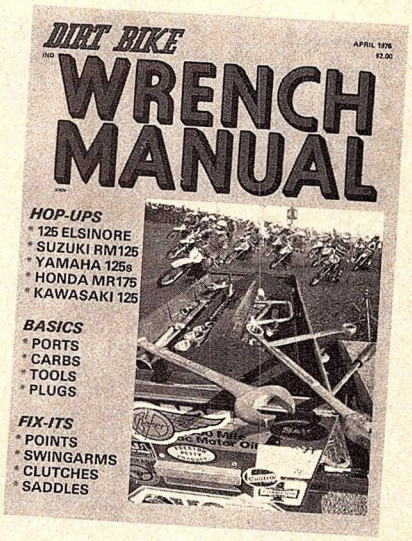

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MOTO-X FOX

Cont'd. from page 53

had used them for eight motos, but the factory had given him no spares. "Maybe in three weeks we will have an extra set," I heard him say. The races aren't that far apart by our standards, but it is too far to get home between races. The GP season is living in vans and hotels for these riders.

Politics can play a role. Falta didn't race the Spanish GP because he couldn't get a visa. Pomeroy's Spanish engineer would pass up the races in the east because he wouldn't be able to get in. Jim says he is held up half a day at each eastern border crossing. (In the western countries border crossings are very easy. The only Customs official who will do more than wave at you is the U.S.A. Customs official.)

WORLD CHAMPIONSHIP PREDICTIONS:

500cc

Gerrit Wolsink and Roger DeCoster have to be the favorites. Adolf Weil and Pierre Karsmakers will challenge. It will be a rare event when someone other than these four wins a moto. Roger has been plagued with minor injuries and his only riding weakness is that he does not consistently get good starts (very important in Europe; see Track Impressions). Pierre probably rides harder than anyone, but he has been having minor mechanical problems.

Brad Lackey heads the next group of riders. Brad's riding is nearly perfection. He rarely makes a mistake, probably will have fewer falls than anyone for the season because he is always under control. Minor mechanicals cost him a pair of third places in the Swiss opener. Graham Noyce is the best young newcomer in any class this year. The 19-year-old English product is very fast but shows his age by overextending himself at times. Bengt Aberg is riding very well, but the bike keeps DNFing. Ake Jonsson looks good on the Maico for the first 30 minutes; perhaps he'll come through with one of his late-season finishes again. Willi Bauer and Herbert Schmidt are hard competitors also.

250cc:

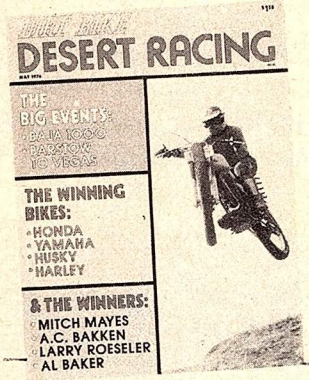
Early in the season Heikki Mikkola looks to be head and shoulders above everyone else. Even the riders believe it after the Easter Trophy in Belgium where he swept three of the four motos and took fourth in the other.

Behind Heikki there is a very closely matched group of six riders. Harry Everts, Jaroslav Falta and Hans Maisch have been quick and consistent. Jim Pomeroy is only slightly off the pace; he appears very close to 100 percent after his knee operation. Torleif Hansen and Hakan Andersson have been fast but less consistent.

Heikki should take it, but behind him it looks to be a real rat race. The 250 class has a little more depth than the 500.

125cc:

I didn't see any races, but the way Gaston Rahier rides the 250 and 500 bikes (Easter Trophy) it will take inspired riding to win a moto from him.



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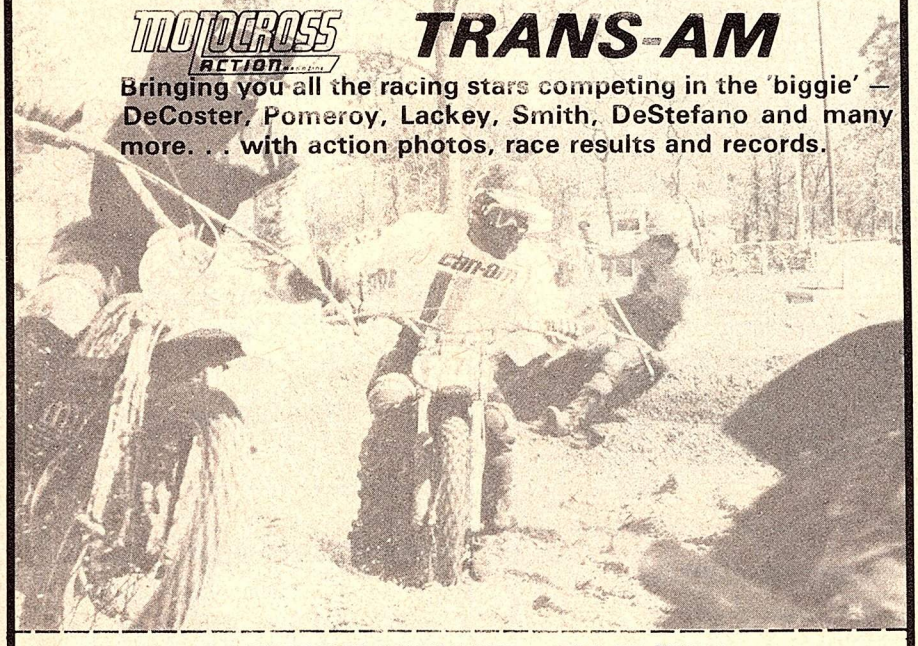

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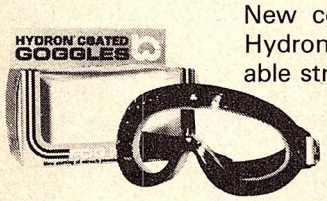

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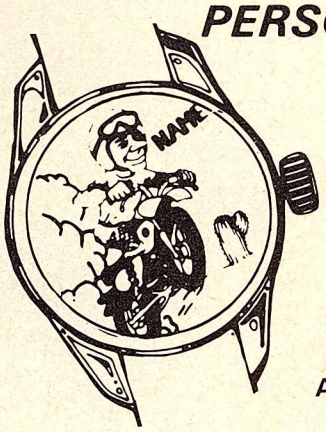

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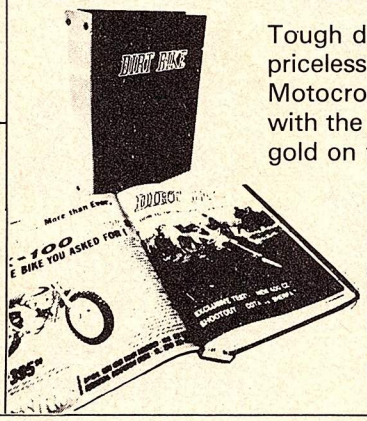

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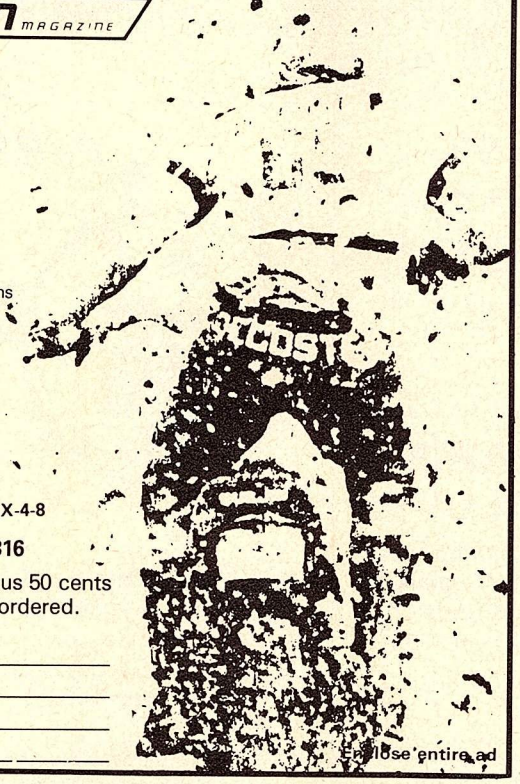

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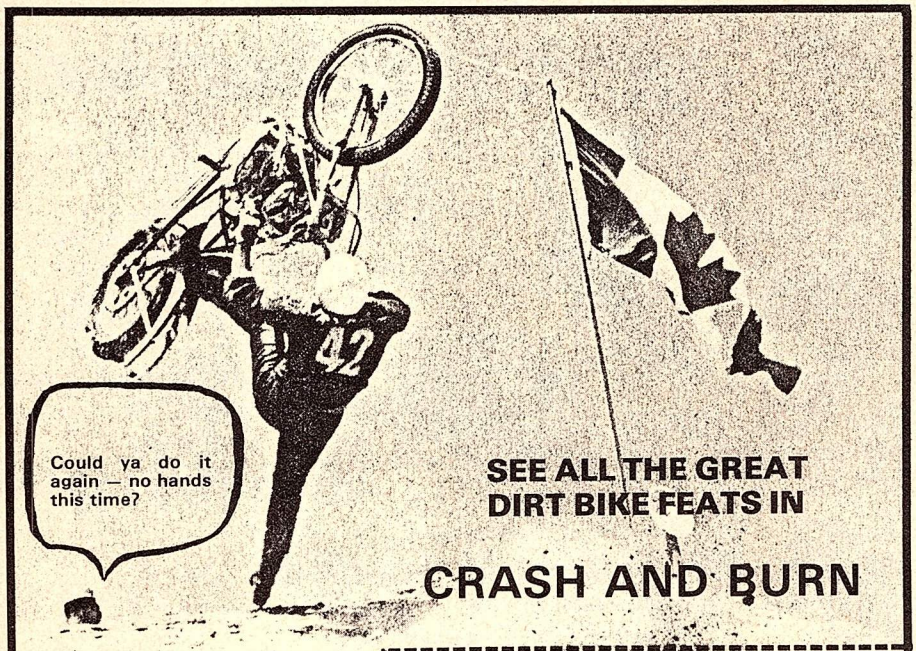

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Bike Art 2
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C.O.M.B. 7
Comp Cross 47
Cypress Cycles 60
DG Performance 31, 47
D & S Supply 63
Exchanges U.S.A. 53
Flying Machine Factory 11
Genex 67
HRL 57
Honda Center Racing Prod. 5
Inque Rubber Int. 13
JT Racing 58-59
Krause Comp. 75
Maico 66
Miller Mano 67
Motocross Center 5
Moto-X-Fox 63
North American School of Motorcycle Repair 16
Number One Products 60
Oakley Products 66
Plus Products 61, 68, 71
Preston Petty 64
Protopipe 53
R&R Fabricators 9
Torsten Hallman 66
Trick Distributing 41
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Wildwood Cycles 41
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Works Perf. 63

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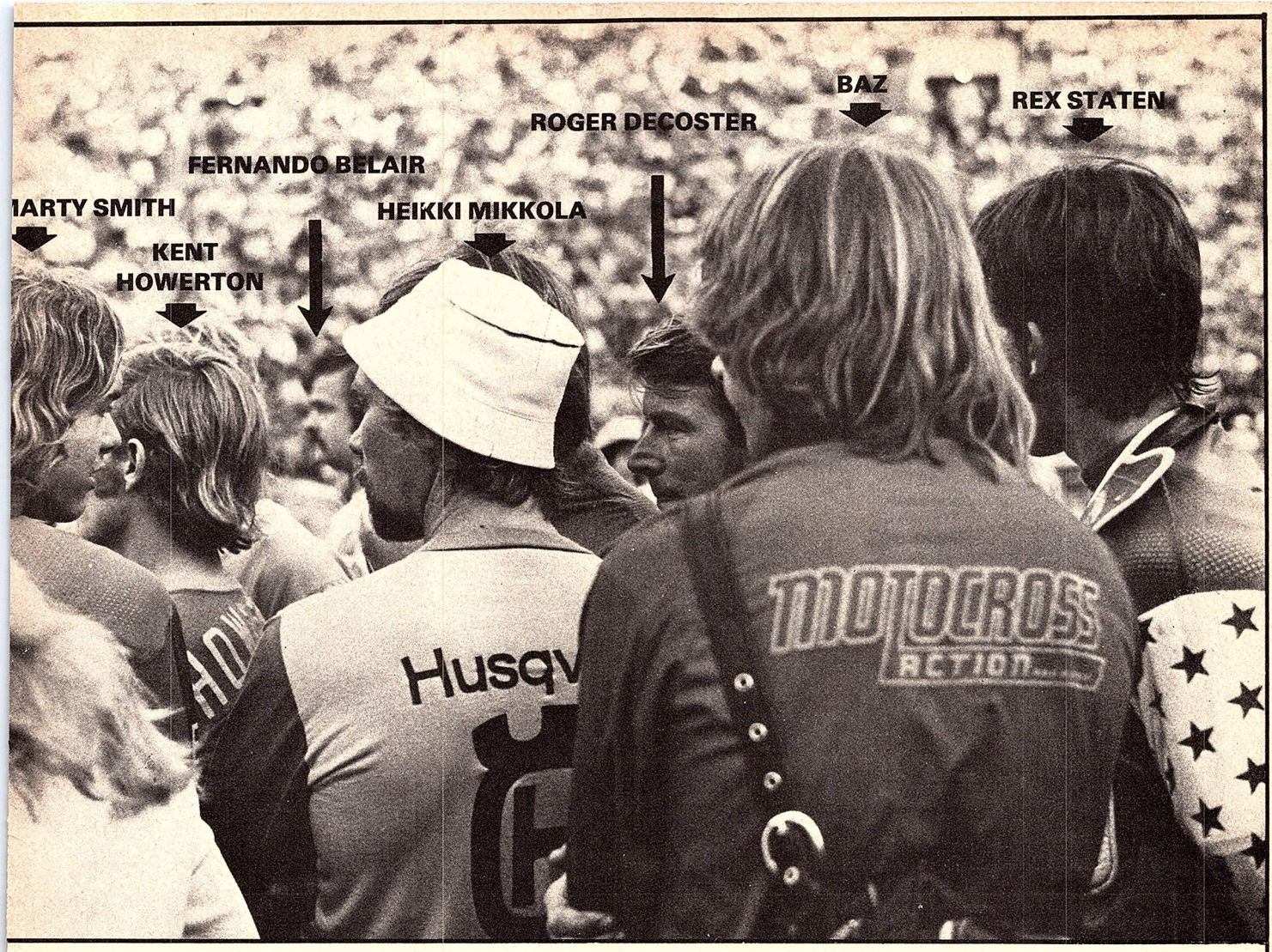

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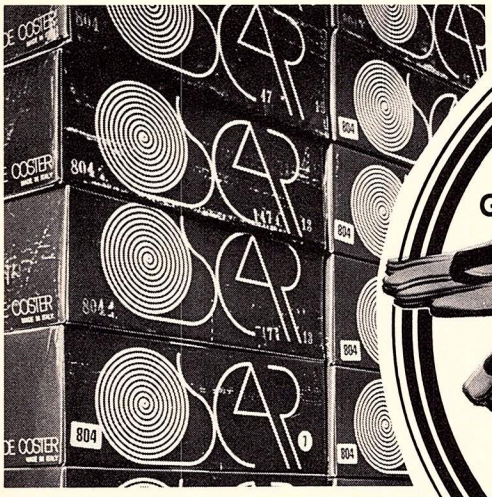

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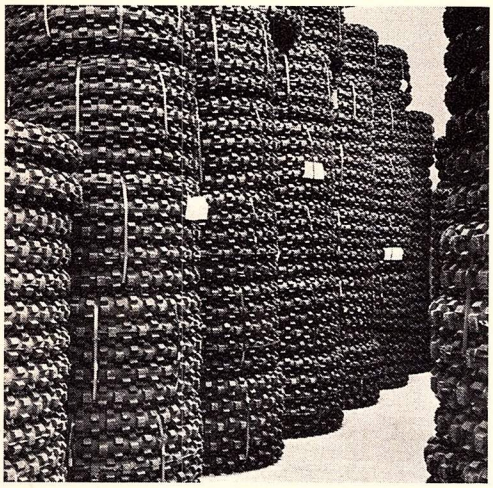

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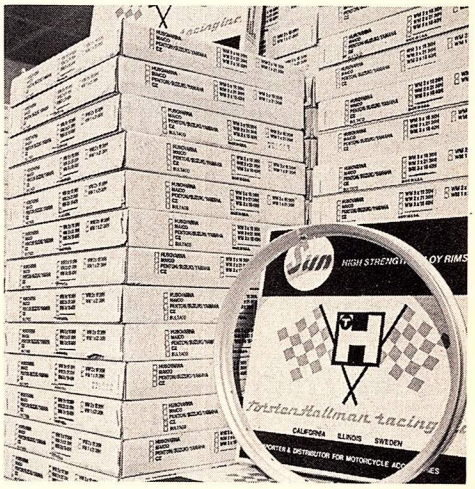

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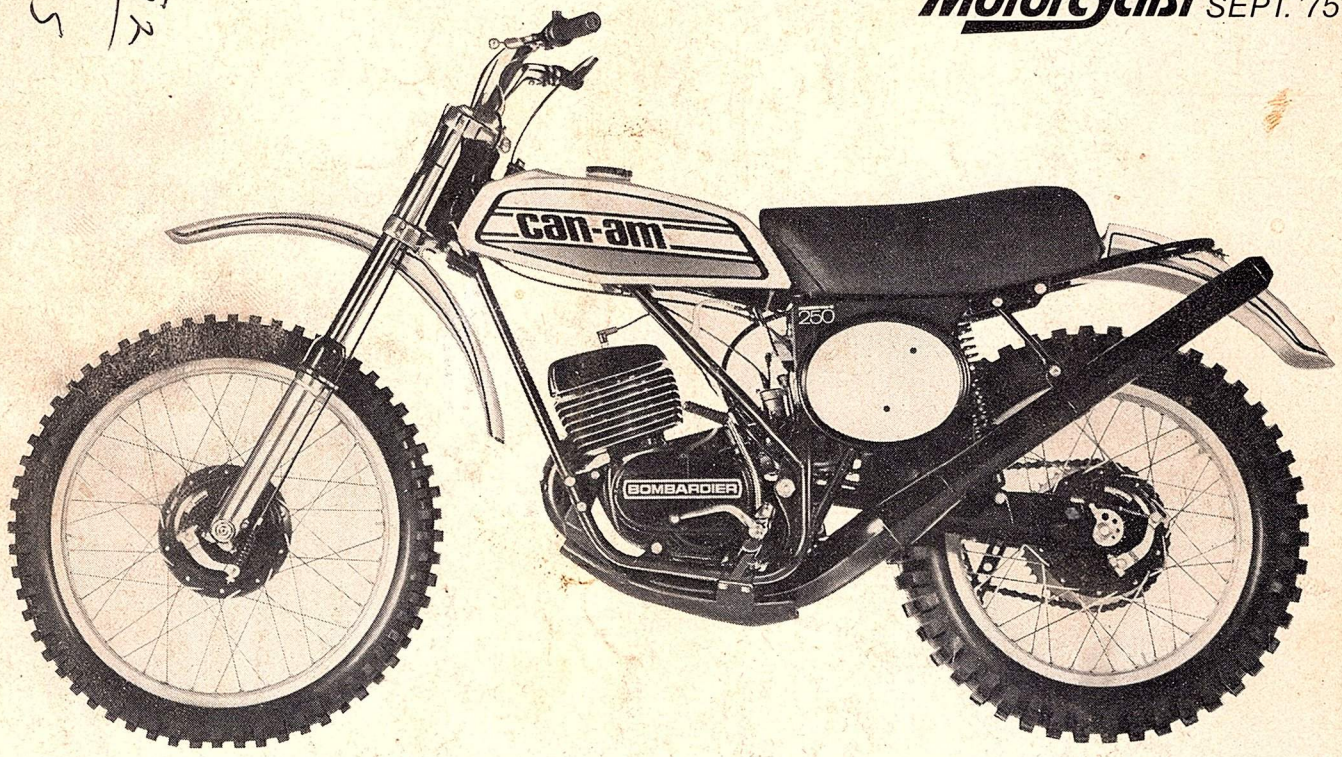

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